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ANNUAL STATEMENTS

OF THE

Railroad and Canal Companies

OF THE

STATE OF NEW JERSEY,

TOGETHER WITH

Report of the State Director of the United New Jersey Railroad and Canal Company.

FOR THE YEAR 1890.

TRENTON, N. J.:
THE JOHN L. MURPHY PUBLISHING COMPANY, PRINTERS.
1891.

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Compliments of
W. C HEPPENHEIMER,
COMPTROLLER.
STATE OF NEW JERSEY.

STATE OF NEW JERSEY,
OFFICE OF COMPTROLLER OF THE TREASURY,
TRENTON, May 20th, 1891.

To the Senate and General Assembly:

In compliance with the provisions of an act entitled "An act respecting annual reports to the Legislature of railroad and canal companies," approved February 24th, 1852, and a supplement thereto approved April 3d, 1873, I have the honor to lay before you the report and statements of the State Director of the United New Jersey Railroad and Canal Company for the year 1890, and the reports of all railroads and canal companies for said year.

For convenient reference, as heretofore, a tabular statement has been prepared and appended to the reports, giving in condensed form the information found in the individual statements.

Very respectfully,

WM. C. HEPPENHEIMER,
Comptroller.

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STATE DIRECTOR'S REPORT.

To the Governor of the State of New Jersey:

SIR—In accordance with the provisions of the law, I have the honor to transmit herewith my annual report as State Director of the United New Jersey Railroad and Canal Company for the year 1890.

As in previous years, this report will be found to contain an account of the number of miles in operation, together with the receipts and disbursements of the different divisions and branches leased by the Pennsylvania railroad.

For an account of the moneys received by the State, I respectfully refer you to the report of the State Treasurer, where the same will be found properly itemized.

This company is in a splendid condition, in every respect. The vigilance displayed by its officers and the Board of Directors, in my judgment, is a good and substantial proof that the interests of the State are well guarded. It gives me pleasure to say that the management has my full indorsement.

Respectfully,

E. F. C. YOUNG,
State Director.

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STATEMENTS.

UNITED RAILROADS OF NEW JERSEY DIVISION.

United New Jersey Railroad and Canal Company—

	Miles.	Miles.
Trenton, N. J., to Jersey City, N. J	56.54	
Hudson River Ferries	1.00	
Camden, N. J., to South Amboy, N. J	61.15	
Branch Bergen Hill, N. J., to Harsimus Cove, N. J	1.55	
Branch Harrison, N. J., to Market St., Newark, N. J	1.36	
Branch Metuchen, N. J., to Bonhampton, N. J	1.89	
Branch Monmouth Junction, N. J., to Kingston, N. J	4.16	
Branch Princeton Junction, N. J., to Princeton, N. J	3.13	
Branch Monmouth Junction, N. J., to Jamesburg, N. J	5.59	
Branch Millham Junction, N. J., to Coalport, N. J	1.11	
Branch Trenton, N. J., to Bordentown, N. J	6.10	
Branch Florence, N. J., to Wood's Iron Works, N. J	2.14	
		145.72
Trenton Delaware Bridge, Morrisville, Pa., to Trenton, N. J		0.19
Philadelphia and Trenton Railroad, Philadelphia, Pa. (Kensington), to Morrisville, Pa		26.50
Connecting Railway, Philadelphia, Pa. (Mantua), to Philadelphia, Pa. (Frankford Junction)		6.75
Kensington and Tacony Railroad. In city of Philadelphia, Pa		2.28
River Front Railroad. In city of Philadelphia, Pa		3.86
New York Bay Railroad, near Waverly, N. J., to Hamburg Place, N. J., and Branches		5.49
Perth Amboy and Woodbridge Railroad, Rahway, N. J., to Perth Amboy, N. J		6.40
Millstone and New Brunswick Railroad, New Brunswick, N. J., to East Millstone, N. J		6.64
Rocky Hill Railroad, Kingston, N. J., to Rocky Hill, N. J		2.38
Belvidere Delaware Railroad, Trenton, N. J., to Manunka Chunk, N. J., and branch		79.16
Enterprise Railroad, Coalport, N. J., to East Trenton, N. J		1.26
Martin's Creek Railway in New Jersey, Martin's Creek, N. J., to middle of Delaware river		0.14
Martin's Creek Railway in Pennsylvania, middle of Delaware River to Junction with Bangor and Portland Railroad, Pa		0.15
Frankford and Holmesburg Railroad, Philadelphia, Pa. (Holmesburg Junction), to Philadelphia, Pa. (Bustleton)		4.16

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	Miles.
Philadelphia, Germantown, Chestnut Hill Railroad, Philadelphia, Pa. (Germantown Junction), to Philadelphia, Pa. (Chestnut Hill)	6.75
Freehold and Jamesburg Agricultural Railroad, Jamesburg, N. J., to Sea Girt, N. J.	27.54
Columbus, Kinkora and Springfield Railroad, Kinkora, N. J., to New Lisbon, N. J.	14.16
Philadelphia and Long Branch Railroad, Birmingham, N. J., to Bay Head Junction, N. J., and branches	49.11
Long Branch Railroad, Manahawken, N. J., to Beach Haven, N. J., and branch	20.50
Camden and Burlington County Railroad, Camden, N. J., to Pemberton, N. J., and branch	29.61
Vincentown Branch Railroad, Ewansville, N. J., to Vincentown, N. J.	2.84
Mount Holly, Lumberton and Medford Railroad, Mount Holly, N. J., to Medford, N. J.	5.95
Total railroads	447.54

	Miles.	
Delaware and Raritan Canal	44	
" " " " Feeder	22	
		66.00
Grand total, United Railroads of New Jersey Division		513.54

Statement Showing the Result of the Operations of the United New Jersey Railroad and Canal Company's Property, and of other Properties Operated in Connection Therewith, by the Pennsylvania Railroad Company, for the Year Ending December 31st, 1890.

GROSS EARNINGS FROM OPERATIONS.

From Freight traffic	$9,850,677 86	
Passenger traffic	7,654,360 98	
Express traffic	462,608 60	
Transportation of mails	282,128 98	
Miscellaneous sources	179,958 00	
Delaware and Raritan Canal	509,162 76	
Total		$18,938,897 18

OPERATING EXPENSES.

For Conducting transportation	$7,597,986 95	
Motive power	3,559,795 37	
Maintenance of cars	683,157 19	

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Maintenance of way	$1,881,106 96	
General expenses	145,705 91	
Delaware and Raritan Canal	415,326 08	
Total		$14,283,078 46
Net earnings from operation		$4,655,818 72
To which add—		
Dividend on Belvidere Delaware Railroad Company stock	$60,504 00	
Freehold and Jamesburg Agricultural Railroad Company stock	4,797 00	
West Jersey Railroad Company stock	50,666 00	
Camden and Philadelphia Steamboat Ferry Company stock	17,530 00	
Paterson and Ramapo Railroad Company stock	600 00	
Newark Plank Road Company stock	7,912 50	
Trenton Delaware Bridge Company stock,	5,934 00	
Associates of the Jersey Company stock	75,000 00	
Camden and Burlington County Railroad Company stock	11,418 00	
Perth Amboy and Woodbridge Railroad Company stock	1,800 00	
Mount Holly and Moorestown Turnpike Company stock	207 00	
Interest on Freehold and Jamesburg Agricultural Railroad Company bonds	5,136 00	
Rents	237,653 33	
		479,157 83
Total net income		$5,134,976 55
From which deduct rentals paid as follows—		
United New Jersey Railroad and Canal Company—		
Dividend on $21,240,400, stock, at ten per cent	$2,124,040 00	
Interest on loan of 1894, £729,200, at six per cent	212,197 20	
Interest on loan of 1894, $2,000,000, at six per cent	120,000 00	
Interest on loan of 1901, $5,669,000, at six per cent	340,140 00	
Interest on loan of 1908, $841,000, at six per cent	50,460 00	
Interest on loan of 1923, $1,824,000, at four per cent	72,960 00	
Interest on loan of 1929, $6,020,000, at four per cent	240,800 00	
Organization	10,000 00	

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Commissions, J. S. Morgan & Co., London..	$1,819 32	
Transit duty	298,128 98	
Interest on mortgages and ground-rents...	54,673 58	
Rents	374,269 91	
		$3,899,488 99
Philadelphia and Trenton Railroad Company—		
Dividend on $494,100, stock, at ten per cent	$49,410 00	
Tax on capital stock paid State of Pennsylvania	4,765 50	
		54,175 50
Camden and Burlington County Railroad Company—		
Dividend on $381,925, stock, at six per cent	$22,915 50	
Interest on $350,000, bonds, at six per cent.	21,000 00	
Organization	500 00	
		44,415 50
Vincentown Railroad Company—		
Dividend on $15,000, stock, at six per cent		900 00
Mount Holly, Lumberton and Medford Railroad Company—		
Dividend on $95,650, stock, at six per cent..	$5,739 00	
Interest on $75,000, bonds, at seven per cent	5,250 00	
Organization	200 00	
		11,189 00
Rocky Hill Railroad and Kingston Branch—		
Dividend on $18,700, stock, at six per cent..	$1,122 00	
Organization	100 00	
		1,222 00
Frankford and Holmesburg Railroad Company—		
Tax paid State of Pennsylvania		6 00
River Front Railroad Company—		
Dividend on $216,000, stock, at five per cent	$10,800 00	
Interest on $216,000, bonds, at four and one-half per cent	9,720 00	
Sinking fund	2,000 00	
Organization expenses	480 00	
		23,000 00
Connecting Railroad Company—		
Dividend on $1,278,300, stock, at six per cent	$76,698 00	
Interest on $991,000, bonds, at six per cent	59,460 00	
State tax	3,834 90	
		139,992 90

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Trenton Delaware Bridge Company—			
Interest on $350,000, bonds, at seven per cent	$24,500 00		
Sinking fund	3,500 00		
		$28,000 00	
Belvidere Delaware Railroad Company—			
Net earnings		368,553 41	
Freehold and Jamesburg Agricultural Railroad Company—			
Net earnings		30,851 60	
Philadelphia, Germantown and Chestnut Hill Railroad Company—			
Net earnings		62,317 20	
Perth Amboy and Woodbridge Railroad Company—			
Net earnings		73,949 06	
Kensington and Tacony Railroad Company—			
Net earnings		30 00	
			4,738,091 16
Net profit			$396,885 39

Statement of Amounts Charged and Credited to United New Jersey Railroad and Canal Company's "Construction" and "Real Estate" Accounts from January 1st, 1872, to December 31st, 1890, Inclusive.

COST OF CONSTRUCTION.

Dr.

To Amount expended to December 31st, 1889	$8,871,328 53		
Amount expended in 1890	884,123 58		
			$9,755,452 11

Cr.

By Proceeds from sale of bonds, equipment and other property to December 31st, 1889	$6,090,035 96		
Proceeds from sales in 1890	12,517 99		
			6,102,553 95
Debit balance, January 1st, 1891			$3,652,898 16

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REAL ESTATE.

Dr.

To Amount expended to December 31st, 1889	$2,101,674 18	
Amount expended in 1890	159,462 92	
		$2,261,137 10

Cr.

By Proceeds from sale of real estate, materials, &c., to December 31st, 1889	$471,300 30	
Proceeds from sales in 1890	1,177 50	
		472,477 80
Debit balance January 1st, 1891		$1,788,659 30

HARSIMUS COVE—CONSTRUCTION.

Dr.

To Amount expended to December 31st, 1889	$2,462,933 22	
Amount expended in 1890	Nothing.	
		$2,462,933 22

Cr.

By United New Jersey Railroad and Canal Company's stock	$2,258,708 55	
Proceeds from sale of buildings and materials to December 31st, 1889	61,518 49	
Proceeds from sales in 1890	Nothing.	
		2,320,227 04
Debit balance January 1st, 1891		$142,706 18

HARSIMUS COVE—RIGHT OF WAY AND REAL ESTATE.

Dr.

To Amount expended to December 31st, 1889	$984,279 41	
Amount expended in 1890	24,953 14	
		$1,009,232 55

Cr.

By United New Jersey Railroad and Canal Company's stock	$741,291 45	
Proceeds from sale of buildings and materials to December 31st, 1889	300 00	
Proceeds from sales in 1890	Nothing.	
		741,591 45
Debit balance January 1st, 1891		$267,641 10

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SUMMARY.

Dr.

To Cost of Construction	$9,755,452 11	
Real Estate	2,261,137 10	
Harsimus Cove—construction	2,462,933 22	
Harsimus Cove—rights of way and real estate	1,009,232 55	
		$15,488,754 98

Cr.

By Proceeds from sale of bonds, equipment, real estate, materials and other property	$6,636,850 24	
United New Jersey Railroad and Canal Company's stock	3,000,000 00	
		9,636,850 24
Debit balance January 1st, 1891		$5,851,904 74

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REPORTS OF RAILROAD COMPANIES.

ATLANTIC CITY RAILROAD COMPANY.

To the Comptroller of the State of New Jersey:

In obedience to a law of the State of New Jersey, approved March 27th, 1874 (Revision, p. 916), requiring annual reports to be made to the Legislature and transmitted to the Comptroller by the railroad companies of the State, the Atlantic City Railroad Company presents the following report for the year ending December 31st, 1890:

Capital stock paid in	$2,200,000 00
Bonded debt	2,213,570 00
Floating debt	648,290 49
Cost of road and equipments	$4,987,087 82

Dividends paid during the year 1890, and how paid—no dividends paid.

The road extends from Camden to Atlantic City, a distance of eighty-three and three-tenths miles, with branches.

RECEIPTS AND EXPENSES FOR 1890.

Income from passengers	$489,974 97
Income from freight	220,722 98
Income from other sources	23,894 05
Total	$734,592 00
Expenditures during the year for working road, including repairs, maintenance of way, motive power and contingencies	$670,380 12

State of Pennsylvania, Philadelphia County, *ss.*—Albert Foster being duly sworn, on his oath says that he is Secretary of the Atlantic City Railroad Company and that the foregoing statement and the annexed statement of accidents on the said road during the year 1890 are correct and true, to the best of his knowledge and belief.

ALBERT FOSTER.

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Sworn and subscribed before me this 13th day of April, A. D. 1891.

C. K. KLINK,

Notary Public for the State of Pennsylvania.

ACCIDENTS.

December 20th, 1889.—Pasquale Rapeabiachi, leg crushed, jumped from train while in motion, Clementon.

December 30th, 1889.—John Bouling, killed, struck by train while walking on track, West Collingswood.

January 4th, 1890.—Fred. Salmens, killed, train parted and ran together, Albion.

February 13th, 1890.—Michael Arpine, leg broken, Liberato De Lorenzo, leg broken, collision, Somerdale. Conductors, Frank Salmons and W. J. Lynch; engineers, M. Burns and Louis McLain.

February 26th, 1890.—Dennis Cullen, killed, struck by train while sleeping on track, Pleasantville. Conductor, N. Laycock; engineer, J. Pettit.

March 15th, 1890.—James Mallen, killed, struck by train while walking on track, Dorrell. Conductor, A. Arthur; engineer, S. English.

March 30th, 1890.—Walter Morris, foot cut off, attempting to jump on moving train, Atlantic City. Conductor, C. G. Stowman; engineer, M. Chaney.

May 21st, 1890.—Joseph G. Blake, killed, struck by train while walking on track, Camden. Conductor, C. Stowman; engineer, Chas. Fahe.

May 26th, 1890.—Antonio Scanme, killed, Thos H. McCorkle, killed, struck by train while walking on track, Pleasantville. Conductor, J. Lee; engineer, D. Williams.

June 9th, 1890.—Wm. A. Grimes, fatally injured, caught between stationary bumper and car, Camden. Conductor, C. S. Foust; engineer, P. Hurff.

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June 9th, 1890.—Mrs. Mary S. Petrusky, killed, attempting to cross tracks in front of an approaching train, Camden. Conductor, M. Laycock; engineer, D. Williams.

June 10th, 1890.—John Corrigan, fatally injured, attempting to jump on moving train, Camden. Conductor, J. Lee; engineer, D. Williams.

July 31st, 1890.—Mr. and Mrs. Chas. H. Tongue, killed, struck by train while walking on track, Magnolia. Conductor, George Lufrin; engineer, Thos. Thompson.

October 23d, 1890.—Abraham Levi, injured internally, crossing track in front of approaching train, Williamstown. Conductor, W. H. Lawson; engineer, H. P. Hurff.

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THE BALTIMORE AND NEW YORK RAILWAY COMPANY.

To the Comptroller of the State of New Jersey:

In obedience to a law of the State of New Jersey, approved March 27th, 1874 (Revision, p. 916), requiring annual reports to be made to the Legislature and transmitted to the Comptroller by the railroad companies of the State, the Baltimore and New York Railway Company presents the following report for the year ending December 31st, 1890:

Capital stock paid in	$350,000 00
Bonded debt	273,000 00
Floating debt	153,414 85
Cost of road and equipments	$426,414 85

Dividends paid during the year 1890, and how paid—None.

The road extends from Elizabeth City to Cranford Junction, a distance of five and thirty-five hundredths miles.

RECEIPTS AND EXPENSES FOR 1890.

Income from passengers—None.	
Income from freight	$41,350 53
Expenditures during the year for working road, including repairs, maintenance of way, motive power and contingencies	$24,153 32

State of New York, City of New York, New York County, *ss.*—J. Frank Emmons, being duly sworn, on his oath says that he is President of the Baltimore and New York Railway Company, and that the foregoing statement and the annexed statement of accidents on the said road during the year 1890 are correct and true, to the best of his knowledge and belief.

J. FRANK EMMONS.

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Sworn and subscribed before me this 15th day of May, A. D. 1891.

ELLA F. BRAMAN,
Commissioner of Deeds for the State of New Jersey
in and for the State of New York, resident in said City of New York.

ACCIDENTS.

None.

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BELVIDERE DELAWARE RAILROAD COMPANY.

To the Comptroller of the State of New Jersey:

In obedience to a law of the State of New Jersey, approved March 27th, 1874 (Revision, p. 916), requiring annual reports to be made to the Legislature and transmitted to the Comptroller by the railroad companies of the State, the Belvidere Delaware Railroad Company presents the following report for the year ending December 31st, 1890:

Capital stock paid in	$1,150,000 00
Bonded debt	2,972,000 00
Cost of road and equipments	$4,037,805 70

The road extends from Trenton, N. J., to Manunka Chunk, N. J., a distance of sixty-eight miles.

It is leased to the United New Jersey Railroad and Canal Company. The lease is assigned by them to the Pennsylvania Railroad Company at an annual rental of the surplus of net earnings.

It is equipped and operated by the Pennsylvania Railroad Company, and the further information required by law is furnished by that company, and is annexed hereto.

State of Pennsylvania, Philadelphia City and County, *ss.*—W. H. Wilson, being duly sworn, on his oath says that he is President of the Belvidere Delaware Railroad Company, and that the foregoing statement is true and correct, to the best of his knowledge and belief.

W. H. WILSON.

Sworn and subscribed before me this 30th day of January, A. D. 1891.

HUGH B. ELY,
M. C. C. State of New Jersey.

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RECEIPTS AND EXPENSES FOR 1890.

Income from passengers	$247,413 81
Income from freight	967,719 63
Income from other sources	31,155,52
Total	$1,246,288 96
Expenditures during the year for working road, including repairs, maintenance of way, motive power and contingencies	$876,851 69
Dividends paid during the year 1890, and how paid: Cash, 6 per cent.,	$69,000 00

ACCIDENTS.

January 7th.—Richard R. Walton, engineman, fatally injured, George Haggerty, engineman, seriously, and John Tennicliff, pilot, slightly injured by collision of trains near Belvidere. Conductor, Daniel Diffily; engineman, R. R. Walton; engineman, George Haggerty.

January 9th.—W. W. Strouse, brakeman, left hand slightly bruised while connecting cars at Phillipsburg Junction. Conductor, Dennis Strouse.

February 26th.—Thos. Purcell, potter, found dead along track in Coalport yard; supposed to have been run over by train in the night.

March 3d.—John P. Cortright, engine cleaner, bruised by falling from engine at Belvidere round-house.

April 16th.—Chas. F. Lukens, brakeman, fatally injured while connecting cars at Coalport. Conductor, Wm. White; engineman, L. Bates.

May 5th.—Harry A. Beaumont, carpenter, head cut and bruised by jumping from work train at Flemington Junction. Conductor, A. Van Horn; engineman, W. S. Roberson.

May 10th.—Jos. V. M. Book, brakeman, hand slightly injured connecting cars at Trenton.

May 12th.—Frank W. Gove, brakeman, foot sprained by catching in frog, while connecting cars at Trenton.

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May 30th.—Carlisle Phillips, walking on track, stepped in front of train at Flemington Junction and was severely bruised. Conductor, Jacob Shepherd; engineman, Peter W. Skillman.

May 31st.—Dennis McAuliff, conductor, and Michael Flynn, laborer, were fatally injured, and Geo. Kressler and John McBrian slightly injured by collision of trains near Belvidere. Conductor, D. McAuliff; engineman, L. D. Brant; engineman, Geo. Johnson.

June 7th.—Chas. Probasco, walking on track, stepped in front of train at Phillipsburg and was slightly injured.

June 21st.—Harry Rogers, boatman, fatally injured at Coalport, supposed to have been run over by train 542. Conductor, Benjamin Raub; engineman, Lorenzo Lewis.

July 10th.—Timothy Callahan, fireman, spine seriously injured by parallel rod breaking on engine 3,012, near Bull's Island. Conductor, A. H. Horton; engineman, Edward Montgomery.

July 14th.—Chas. H. Ross, while attempting to alight from train 558, at Lehigh Junction, fell and received slight injuries. Conductor, H. Van Horn; engineman, Wm. C. Massey.

July 19th.—Geo. J. Smith, fireman, shoulder slightly bruised by jumping from engine at Phillipsburg.

July 21st.—C. L. Harding, passenger, had nose slightly cut, supposed by a large cinder flying though open car window, at Washington's Crossing.

July 25th.—Wm. Heitsman, brakeman, leg bruised and sprained by falling on track at Washington's Crossing. Conductor, J. D. Nixon; engineman, R. N. Lauer.

July 28th.—Samuel Mayer, sleeping under cars on siding at Trenton, had arm crushed when cars were moved. Conductor, Jas. Doyle; engineman, Harry Marjarum.

July 31st.—Miss M. Hammell, while getting on train 577, at Manunka Chunk, slipped from step of car sustaining slight bruise. Conductor, H. Van Horn; engineman, Wm. C. Massey.

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August 27th.—Stewart Hulshizer, brakeman, leg slightly bruised connecting cars at Phillipsburg Junction. Conductor, C. A. Metzgar; engineman, J. C. Warner.

August 30th.—Chas. O. Leigh, conductor, hand slightly injured connecting cars at Trenton.

September 1st.—Wm. H. Young, brakeman, slightly bruised while shifting cars by gravity in Phillipsburg Junction yard.

September 12th.—Wm. A. Metler, brakeman, slightly bruised while shifting cars in Phillipsburg Junction yard. Conductor, C. A. Metzgar; engineman, Reuben Metz.

September 16th.—Emma Ott, walking on track near Raven Rock, stepped in front of train 568 and was seriously bruised about head and body. Conductor, A. S. Hoffman; engineman, Lorenzo Lewis.

September 22d.—Thos. K. Sloam, brakeman, hand bruised connecting cars in Coalport yard. Conductor, M. Cannon; engineman, L. Bates.

September 22d.—Frederick Weighorst, conductor, ankle broken while getting off train to open switch at Durham. Conductor, F. Weighorst; engineman, John S. Niece.

September 23d.—Wm. Fisher, brakeman, riding to his home near Fowler St., Trenton, in getting off work train while in motion fell and bruised head and shoulders.

October 4th.—Stephen A. Schooley, brakeman, hand slightly injured connecting cars in Phillipsburg Junction yard. Engineman, George S. Johnson.

October 22d.—Marie Frutchey, passenger in train 558, fingers bruised by car door closing, at Martin's Creek. Conductor, H. Van Horn; engineman, Wm. C. Massey.

November 1st.—Willard Van Deventer, conductor, foot crushed shifting cars in Coalport yard. Conductor, W. Van Deventer; engineman, Harry Marjarum.

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November 8th.—Mrs. Hamilton Forman, in alighting from train 575, at Frenchtown, fell and sustained slight bruises on shoulder and side. Conductor, W. H. Eichman; engineman, Cartwright Lees.

November 28th.—John Myers, laborer, jumped from work train in motion, at Lambertville, and sustained severe bruises on body. Conductor, A. Van Horn; engineman, W. S. Roberson.

December 4th.—Reuben Sheetz, walking on track above Milford, was struck and instantly killed by train 577. Conductor, H. Van Horn; engineman, Wm. C. Massey.

December 10th.—William L. Apgar, brakeman, hand squeezed connecting cars in Coalport yard. Conductor, H. A. Conover; engineman, Wm. W. Johnson.

December 20th.—John M. Rogers, brakeman, hand crushed connecting cars in Coalport yard. Conductor, George W. Howell; engineman, W. H. Johnson.

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THE BERGEN COUNTY RAILROAD COMPANY.

To the Comptroller of the State of New Jersey:

In obedience to a law of the State of New Jersey, approved March 27th, 1874 (Revision, p. 916), requiring annual reports to be made to the Legislature and transmitted to the Comptroller by the railroad companies of the State, the New York, Lake Erie and Western Railroad Company, lessee of the Bergen County Railroad, presents the following report for the year ending December 31st, 1890:

Capital stock paid in	$200,000 00
Bonded debt	2,000,000 00
Floating debt—None.	
Cost of road	$607,972 14

The road extends from Rutherford to Ridgewood, a distance of ten miles.

It is leased to the New York, Lake Erie and Western Railroad Company at an annual rental of $24,000. The particulars of its operations and expenditures have been kept as a part of the general accounts of that company, and cannot be specified as applicable exclusively to the Bergen County Railroad.

It is equipped and operated by the New York, Lake Erie and Western Railroad Company, and the further information required by law is furnished by that company, and is annexed hereto.

State of New York, New York City and County, *ss.*—John King, being duly sworn, on his oath says that he is President of the Bergen County Railroad Company, and that the foregoing statement is true and correct, to the best of his knowledge and belief.

JOHN KING.

Sworn and subscribed before me this 3d day of April, A. D. 1891.

GEO. E. GRANT,
Notary Public N. Y. City and County.

Dividends paid during the year 1890—None.

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State of New York, City and County of New York, *ss.*—Augustus R. Macdonough, of said city, being duly sworn, says that he is the Secretary of the New York, Lake Erie and Western Railroad Company, the lessee of the Bergen County Railroad, and that the accompanying statement of accidents occurring on the line of said railroad during the year ending December 31st, 1890, is a correct and true statement, according to the best of his knowledge, information and belief.

AUG. R. MACDONOUGH.

Subscribed and sworn before me this 3d day of April, 1891.

GEO. E. GRANT,
Notary Public N. Y. City and County.

ACCIDENTS.

June 18th.—Thos. Nooney, age 26, was stealing a ride on train 80, engine 539, J. Davis, conductor; —— Truex, engineer; he attempted to jump from one car to another as train was passing Spring Tank, at 1 o'clock A. M.; he fell to the ground and had right hip fractured.

July 19th.—Andrew Decker, brakeman, age 21, while making a coupling in train 199, engine 19, C. Pfitzner, conductor; —— Hammond, engineer, at 6:30 A. M., at Spring Tank, had his right hand caught, cutting off little finger at first joint; he was not using a coupling stick.

July 29th.—James Farrington, brakeman, age 36, while making a coupling in extra train, engine 172, at 1:20 P. M., at Garfield, had his right hand caught and so badly crushed that the thumb had to be amputated; he was not using a coupling stick.

August 16th.—Chas. H. Guy, brakeman, age 24, fell from a car in extra train east, engine 739, —— Smith, conductor; —— Lawrence, engineer, at 11:20 A. M., at Garfield; had his right leg run over and broken above ankle.

October 16th.—Walter Carpenter, age 15, was found at 3 P. M., at Garfield, with left leg broken; he had been stealing a ride on an

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unknown freight train, and in jumping off had fallen and broken his leg.

December 7th.—James Lee, brakeman, age 22, while making a coupling in extra freight train, engine 711, —— Barnum, conductor; —— Hanners, engineer, at 4:10 A. M., at Saddle River, had right hand caught and badly crushed; he was not using a coupling stick.

December 28th.—Wm. Foster, brakeman, age 31, while attempting to make a coupling in extra train, engine 199, —— Pfitzner, conductor; —— Brown, engineer, at 11:55 A. M., at Dundee, he slipped and fell and had his left foot run over and badly crushed.

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THE BERGEN AND DUNDEE RAILROAD COMPANY.

To the Comptroller of the State of New Jersey:

In obedience to a law of the State of New Jersey, approved March 27th, 1874 (Revision, p. 916), requiring annual reports to be made to the Legislature and transmitted to the Comptroller by the railroad companies of the State, the Bergen and Dundee Railroad Company presents the following report for the year ending December 31st, 1890:

Capital stock paid in	$6,000 00
Bonded debt—None.	
Floating debt—None.	
Cost of road	$7,655 38

The road extends from a point on the Bergen County Railroad, in Saddle River, to Vreeland's Lake, in Passaic, including a loop line, a distance of two and three-fourths miles.

It is operated as a part of the Bergen County Railroad under the lease of that road to the New York, Lake Erie and Western Railroad Company, and no separate accounts of its operations are kept.

It is equipped and operated by the New York, Lake Erie and Western Railroad Company, and the further information required by law is furnished by that company, and is annexed hereto.

State of New York, New York City and County, *ss.*—Robert F. Stockton, being duly sworn, on his oath says that he is President of the Bergen and Dundee Railroad Company, and that the foregoing statement is true and correct, to the best of his knowledge and belief.

R. F. STOCKTON.

Sworn and subscribed before me this 6th day of April, A. D. 1891.

GEO. E. GRANT,
Notary Public New York City and County.

Dividends paid during the year 1890, and how paid—None.

ACCIDENTS.

Included in the report of the Bergen County Railroad Company.

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BUENA VISTA RAILROAD COMPANY.

To the Comptroller of the State of New Jersey:

In obedience to a law of the State of New Jersey, approved March 27th, 1874 (Revision, p. 916), requiring annual reports to be made to the Legislature and transmitted to the Comptroller by the railroad companies of the State, the Buena Vista Railroad Company presents the following report for the year ending December 31st, 1890:

Capital stock paid in	$3,000 00
Floating debt	12,408 94
Cost of road and equipments	$15,408 94

Dividends paid during the year 1890, and how paid—None.

The road extends from Greenwich to Cohansey Creek, a distance of one and three-hundredths miles.

RECEIPTS AND EXPENSES FOR 1890.

The receipts and expenses for 1890 are included in the receipts and expenses of the New Jersey Southern Railway Company. No separate account of same was kept.

State of New York, New York City and County, *ss.*—J. R. Maxwell, being duly sworn, on his oath says that he is President of the Buena Vista Railroad Company, and that the foregoing statement and the annexed statement of accidents on the said road during the year 1890, are correct and true, to the best of his knowledge and belief.

J. R. MAXWELL.

Sworn and subscribed before me this 2d day of April, A. D. 1891, at New York City.

BEN. V. D. FISHER,
Master in Chancery of New Jersey.

ACCIDENTS.

Included in New Jersey Southern Railway Company's report, if any.

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THE CAMDEN AND ATLANTIC RAILROAD COMPANY.

To the Comptroller of the State of New Jersey:

In obedience to a law of the State of New Jersey, approved March 27th, 1874 (Revision, p. 916), requiring annual reports to be made to the Legislature and transmitted to the Comptroller by the railroad companies of the State, the Camden and Atlantic Railroad Company presents the following report for the year ending December 31st, 1890:

Capital stock paid in	$1,258,100 00
Bonded debt	1,487,000 00
Floating debt	338,800 00
Cost of road and equipments	$3,019,421 86

Dividends paid during the year 1890, and how paid—None.

The road extends from Camden, N. J., to Atlantic City, fifty-eight and seventy-one hundredths miles; Absecon Inlet, N. J., to Sea View Excursion House, three and sixteen-hundredths miles; Sea View Excursion House to Longport, N. J., five and sixty-seven hundredths miles; a total distance of sixty-seven and fifty-four hundredths miles.

RECEIPTS AND EXPENSES FOR 1890.

Income from passengers	$521,210 11
Income from freight	152,261 87
Income from other sources	72,470 94
Total	$745,942 92
Expenditures during the year for working road, including repairs, maintenance of way, motive power and contingencies	$625,349 21

State of Pennsylvania, Philadelphia City and County, *ss.*—G. B. Roberts, being duly sworn, on his oath says that he is President of the Camden and Atlantic Railroad Company, and that the foregoing statement and the annexed statement of accidents on the said road during the year 1890, are correct and true, to the best of his knowledge and belief.

G. B. ROBERTS.

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Sworn and subscribed before me this 18th day of February, A. D. 1891.

HUGH B. ELY,
M. C. C. State of New Jersey.

ACCIDENTS.

January 7th.—William Brahr, Camden and Atlantic carpenter, was injured internally while loading stringers at Camden.

January 18th.—Lewis Hewitt was struck and slightly injured by electric car at Chelsea.

January 23d.—Brakeman Frank Cain had one hand crushed while coupling engine to car at Winslow.

January 24th.—Gussipi Brancota was struck and instantly killed by train at Murphy's crossing.

March 8th.—Daniel Bates was slightly injured by jumping from train at Absecon.

April 3d.—William Boogar, section foreman, was struck and slightly injured by train at Haddonfield.

April 6th.—Terry McMannus, laborer on Subdivision No. 4, was slightly injured while loading water-tank on car at Kirkwood.

April 8th.—Mrs. Nicholas Jefferies and Geo. J. Woolery were injured by electric car striking omnibus at Atlantic City.

April 11th.—Santa Manna, laborer, had one leg broken by bank of gravel falling on him in Doughty's gravel pit.

April 13th.—Jackson Bennett, laborer, had two fingers injured at Cooper's Creek bridge.

April 23d.—Jos. Moore, laborer, had one finger crushed at Lakeside Park siding.

April 30th.—J. Mosely, laborer, was slightly injured by jumping from train at Westmont.

May 10th.—John Carpella, laborer, had one foot run over at Atlantic City by work train.

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May 14th.—Henry Story, teamster, had his left arm fractured and legs bruised while unloading freight at Cooper's Point, Camden.

May 27th.—Tony Genevico, laborer, had one leg injured in Doughty's gravel pit.

June 9th.—Mrs. Alex. Poulson was injured in alighting from electric car at Atlantic City.

June 24th.—Ralph Binder, aged seven years, was run over by train and received injuries from which he died this date. He attempted to get on a moving freight train at Camden.

July 6th.—Jennie Miller, aged eight years, had one foot run over by electric car at Atlantic City.

July 7th.—W. S. McKinley was injured by being thrown from train to platform at Haddonfield.

July 31st.—Frank Shields, aged eight years, was run over and had his right leg crushed in attempting to alight from motor train at Atlantic City.

August 2d.—Chas. T. Potts had his right arm crushed between buffers of cars at Atlantic City.

August 2d.—William Mathis, an employe of Camden and Atlantic Railroad, had one foot crushed by carelessly putting it between the cars while standing on platform of train at Haddonfield.

August 5th.—William Beebe, laborer, had thumb crushed at Atco.

August 7th.—Mrs. B. L. Smedley and Miss Annie Fisher, her niece, aged five years, were injured in collision between electric cars at Excursion House, Atlantic City.

August 10th.—Miss Jane McGinn was injured in alighting from electric car at Atlantic City.

August 20th.—Brakeman A. Clement, was slightly injured while coupling cars at Medford.

September 1st.—Brakeman William N. Clinton had right hand crushed, necessitating amputation, while coupling cars at Camden.

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September 21st.—Mrs. William H. Knox was seriously injured by a fall on platform at Haddonfield while attempting to alight from moving train.

September 21st.—Herman New jumped from moving train at Egg Harbor and received injuries from which he died shortly afterwards.

September 27th.—John Pepper was injured by jumping from moving train at Trout Run.

September 30th.—A carriage containing Mr. and Mrs. A. H. Williams was struck by train at City Line. Mr. Williams was instantly killed and Mrs. Williams received injuries from which she died.

October 4th.—Brakeman Alfred Bubb was slightly injured at Atlantic City.

October 7th.—Harry Macara, laborer, had one shoulder injured by being thrown from hand-car.

October 8th.—Jos. W. Coombs was slightly injured at Liberty Park by train striking his cart.

October 9th.—Giovanni Gingione, laborer, was injured at Haddonfield by bank of dirt falling on him.

November 10th.—G. Pavlo, laborer, had one leg broken in Doughty's pit by bank of gravel falling on him.

November 14th.—Chas. Shreeve, laborer, had arm badly bruised and head cut by coat catching in crank of hand-car.

November 24th.—John Monell was slightly injured in attempting to get on moving train at Berlin.

December 11th.—Nicholas Damasio, laborer, had leg fractured in Johnson's gravel pit.

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CAMDEN AND BURLINGTON COUNTY RAILROAD COMPANY.

To the Comptroller of the State of New Jersey:

In obedience to a law of the State of New Jersey, approved March 27th, 1874 (Revision, p. 916), requiring annual reports to be made to the Legislature and transmitted to the Comptroller by the railroad companies of the State, the Camden and Burlington County Railroad Company presents the following report for the year ending December 31st, 1890:

Capital stock paid in	$381,925 00
Bonded debt	350,000 00

Floating debt—None.

The road extends from Camden Junction to Mount Holly, and from Burlington to Pemberton, a distance of thirty miles.

It is leased to the Pennsylvania Railroad Company at an annual rental of six per cent. per annum on stocks and bonds.

It is equipped and operated by the Pennsylvania Railroad Company, and the further information required by law is furnished by that company, and is annexed hereto.

State of Pennsylvania, Philadelphia City and County, *ss.*—John S. Irick, being duly sworn, on his oath says that he is President of the Camden and Burlington County Railroad Company, and that the foregoing statement is true and correct, to the best of his knowledge and belief.

JOHN S. IRICK.

Sworn and subscribed before me this 30th day of January A. D. 1891.

HUGH B. ELY,
M. C. C. State of New Jersey.

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RECEIPTS AND EXPENSES FOR 1890.

Income from passengers	$194,082 77
Income from freight	48,234 42
Income from other sources	23,491 94
Total	$265,809 13
Expenditures during the year for working road, including repairs, maintenance of way, motive power and contingencies	$189,063 87

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CARTERET EXTENSION RAILROAD COMPANY.

To the Comptroller of the State of New Jersey:

In obedience to a law of the State of New Jersey, approved March 27th, 1874 (Revision, p. 916), requiring annual reports to be made to the Legislature and transmitted to the Comptroller by the railroad companies of the State, the Carteret Extension Railroad Company presents the following report for the year ending December 31st, 1890:

Capital stock paid in	$19,400 00
Floating debt	18
Cost of road and equipments	$19,400 18

Dividends paid during the year 1890, and how paid—None.

The road extends from Carteret to Staten Island Sound, a distance of one and eighty-two hundredths miles.

RECEIPTS AND EXPENSES FOR 1890.

The receipts and expenses for 1890 are included in the receipts and expenses of the Central Railroad of New Jersey; no separate account of same was kept.

State of New York, New York City and County, *ss.*—I. W. Watson, being duly sworn, on his oath says that he is President of the Carteret Extension Railroad Company, and that the foregoing statement and the annexed statement of accidents on the said road during the year 1890, are correct and true, to the best of his knowledge and belief.

I. W. WATSON.

Sworn and subscribed before me this 2d day of April, A. D. 1891, at New York City.

BEN. V. D. FISHER,
Master in Chancery of New Jersey.

ACCIDENTS.

Included in the report of the Central Railroad Company of New Jersey, if any.

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CAMDEN COUNTY RAILROAD COMPANY.

To the Comptroller of the State of New Jersey:

In obedience to a law of the State of New Jersey, approved March 27th, 1874 (Revision, p. 916), requiring annual reports to be made to the Legislature and transmitted to the Comptroller by the railroad companies of the State, the Camden County Railroad Company presents the following report for the year ending December 31st, 1890:

Capital stock paid in	$100,000 00
Bonded debt, $100,000 authorized; issued	35,000 00
Floating debt—None.	
Cost of road and equipments to date	$138,017 75

The road extends from Mount Ephraim to Spring Mills, a distance of seven miles.

REMARKS.

Road under construction.

State of New Jersey, Camden County, *ss.*—Samuel Garwood, being duly sworn, on his oath says that he is President of the Camden County Railroad, and that the foregoing statement and the annexed statement of accidents on the said road during the year 1890, are correct and true, to the best of his knowledge and belief.

SAMUEL GARWOOD.

Sworn and subscribed before me this 13th day of January, A. D. 1891.

JAMES A. TATEM,
Notary Public.

ACCIDENTS.

None.

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CAPE MAY AND SEWELL'S POINT RAILROAD COMPANY.

To the Comptroller of the State of New Jersey:

In obedience to a law of the State of New Jersey, approved March 27th, 1874 (Revision, p. 916), requiring annual reports to be made to the Legislature and transmitted to the Comptroller by the railroad companies of the State, the Cape May and Sewell's Point Railroad Company presents the following report for the year ending December 31st, 1890:

Capital stock paid in	$39,000 00
Bonded debt	29,000 00
Cost of road and equipments	$41,228 67

Dividends paid during the year 1890, and how paid—None.

The road extends from Cape May to Sewell's Point, a distance of four miles.

REMARKS.

The road was leased to J. Henry Edmunds for the season of 1890, he to make all necessary repairs to road and rolling stock, and to pay the sum of $500.

State of New Jersey, Camden County, *ss.*—Florance F. Hogate, being duly sworn, on his oath says that he is President of the Cape May and Sewell's Point Railroad Company, and that the foregoing statement and the annexed statement of accidents on the said road during the year 1890, are correct and true, to the best of his knowledge and belief.

FLORANC F. HOGATE.

Sworn and subscribed before me this 8th day of May, A. D. 1891.

B. G. PECK,
M. C. C.

ACCIDENTS.

None.

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THE CENTRAL RAILROAD COMPANY OF NEW JERSEY.

To the Comptroller of the State of New Jersey:

In obedience to a law of the State of New Jersey, approved March 27th, 1874 (Revision, p. 916), requiring annual reports to be made to the Legislature and transmitted to the Comptroller by the railroad companies of the State, the Central Railroad Company of New Jersey presents the following report for the year ending December 31st, 1890:

Capital stock paid in	$18,629,200 00
Bonded debt	43,088,413 47
Cost of road and equipments	$24,300,485 89

Dividends declared during the year 1890, and how paid: Four dividends of one and one-half per cent. each on par value of capital stocks, payable in cash.

LOCATION AND LENGTH OF ROAD AND BRANCHES.

	Miles.
The main line of road extends from Jersey City to Phillipsburg	72.30
With branches as follows:	
Elizabethport to Brills	5.51
Elizabethport loop	3.02
Bayway to Staten Island Sound	1.31
Communipaw to Newark (formerly Newark and New York Railroad)	6.22
Elizabethport to Perth Amboy (formerly Perth Amboy and Elizabethport Railroad)	12.13
Centreville to Constables Hook (formerly Constables Hook Railroad)	1.95
Brills to Passaic River (formerly Manufacturers Railroad)	1.68
Somerville to Flemington (formerly South Branch Railroad)	15.78
High Bridge to Port Oram (formerly High Bridge and Longwood Valley Railroad)	25.17
German Valley to Chester (formerly High Bridge Railroad)	4.30
Chester Furnace to Hacklebarney Mines (formerly High Bridge Railroad)	1.42
Hopatcong Junction to Lake Hopatcong (formerly Lake Hopatcong Railroad)	5.56
Total	156.35

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RECEIPTS AND EXPENSES FOR 1890.

Income from passengers	$2,141,677 50
Income from freight	5,277,672 02
Income from other sources	223,776 72
Total	$7,643,126 24
Expenditures during the year for working road, including repairs, maintenance of way, motive power, contingencies and taxes	$4,636,653 85

REMARKS.

Included in the operations of this company are the receipts and expenditures of the following companies:

	Miles.
Manufacturers Extension Railroad Company	1.11
Carteret Extension Railroad Company	1.82
Elizabeth Extension Railroad Company	1.69
Dover and Rockaway Railroad Company	5.12
Ogden Mine Railroad Company	9.86
Hibernia Mine Railroad Company	4.20
Lafayette Railroad Company	.31

State of New York, New York City and County, *ss.*—J. R. Maxwell, being duly sworn, on his oath says that he is President of the Central Railroad Company of New Jersey, and that the foregoing statement and the annexed statement of accidents on the said road during the year 1890, are correct and true to the best of his knowledge and belief.

J. R. MAXWELL.

Sworn and subscribed before me this 2d day of April, A. D. 1891, at New York City.

BEN. V. D. FISHER,
Master in Chancery of New Jersey.

ACCIDENTS.

NEW JERSEY CENTRAL DIVISION.

December 22d, 1889.—Roger Dugan, hand cut while cracking coal on engine, at Communipaw round-house.

December 31st.—Otto Rahm and an unknown boy, severely injured while attempting to cross tracks at Broad street, Elizabeth. Engineer, Horace Allen; conductor, A. H. Jacobs.

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January 1st, 1890.—Victor Osborn, slightly injured, falling from train opposite Jersey City tower. Engineer, Robt. McCloud; conductor, A. P. Hetfield.

January 1st.—Aug. Vandergriff, hand slightly cut, trains parting and coming together, Slate Cut, near Phillipsburg. Engineers, Geo. Neuber and G. Geshel; conductors, J. Dougherty and J. Londonburg.

January 2d.—Michael Cunningham, hand cut, being caught between drawheads, Jersey City freight-yard. Engineer, George Ward; conductor, George Torrens.

January 4th.—Louis Jagers, killed, attempting to cross track in front of train while gate was down, Spring street, Elizabeth. Engineer, Bernard Munn; conductor, Alex. Cuthbertson.

January 6th.—John Rodgers, killed, struck by engine while walking on track, Brills. Engineer, J. C. Kline; conductor, M. P. Mulford.

January 6th.—Michael Polinaki, face cut, trains coming together, Lafayette. Engineers, Wm. Wahl and John Waiter; conductors, N. Sheridan and D. F. Funk.

January 11th.—Frank Hawk, arm sprained, fell from top of car, Manufacturers Branch, Newark and New York Railroad. Engineer, Frank McPeak; conductor, T. D. Robbins.

January 11th.—Henry Maud, severely injured, coupling engine to tender, Elizabeth yard. Engineer, George Squires.

January 10th.—Barney Helfrich, killed, falling off train, Jersey City freight-yard. Engineer, C. Duncan; conductor, C. V. Rock.

January 15th.—Mahlon D. Martin, finger mashed, coupling cars, Rockaway. Engineer, Geo. A. Smith; conductor, Thos. Allen.

January 16th.—T. Johnson Gulick, leg bruised, attempting to get on engine, Phillipsburg.

January 16th.—Frank Kelly, hip injured, falling from top of car, Jersey City freight-yard. Engineer, H. Leighfried; conductor, Thomas McGinley.

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January 17th.—Nicholas McLea, slightly injured, struck by engine while standing on track, Communipaw. Engineer, —— McCarthy; conductor, —— Sinclair.

January 20th.—Wm. Ditmars, thumb injured, coupling cars, Roselle. Engineer, Stacy Curtis; conductor, Fred. King.

January 21st.—James Summer, killed, walking on track, struck by engine, Roselle. Engineer, B. Munn; conductor, Jno. T. Dolber.

January 23d.—Henry Stein, killed, supposed to have fallen from train, White House. Engineer, Samuel Reygogle; conductor, J. Remmel.

January 24th.—Thomas O'Neill, right arm injured, coupling cars, Jersey City freight-yard. Engineer, H. Leighfried; conductor, James McGinley.

January 24th.—L. H. Gray, finger injured, detaching engine from train, Bound Brook. Engineer, Frank Wagner; conductor, Ira F. Knaoff.

January 26th.—Frank G. Fearing, fatally injured, attempting to board moving train, Communipaw. Engineer, James Hull; conductor, James McCarthy.

January 29th.—John Growney, slightly injured, falling off hand-car, Newark and Elizabeth Branch.

January 29th.—Thomas Taylor, shoulder dislocated, hooking boat to bridge, Pier 14, North river.

February 3d.—Michael McPhillips, killed while picking coal on track, North River Coal and Wharf Company's yard, Jersey City.

February 4th.—Thomas Moane, foot injured, caught between draw-heads, Centreville. Engineer, M. Shick; conductor, Jos. Kelly.

February 5th.—John Grey, leg injured, falling off train, between Raritan and North Branch.

February 6th.—W. H. Berkhmer, leg injured, coupling cars, Elizabethport. Engineer, —— Flynn; conductor, W. H. Berkhmer.

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February 7th.—Samuel Moyle, foot crushed, supposed to have fallen from train, west of Hampton yard. Engineer, B. McMahone; conductor, Richard Fegler.

February 8th.—Mrs. Bloomer, ankle hurt, slipped on platform while alighting from train, Bergen Point. Engineer, Ed. Champion; conductor, W. E. Case.

February 9th.—George Lance, killed while crossing tracks, Centreville. Engineer, Wm. Smith; conductor, Wm. Creveling.

February 11th.—Patrick Carey, finger cut while turning engine, Communipaw turn-table.

February 12th.—C. F. Van Ness, side hurt, cars being thrown against caboose car, North River Coal and Wharf Company's yard.

February 13th.—Henry C. Weber, shoulder blade broken, coupling cars, Jersey City yard. Engineer, James Hoagland; conductor, George Lepper.

February 13th.—Robert R. Porter, arm bruised, coupling cars, Jersey City freight-yard. Engineer, George Jones; conductor, John Kelly.

February 14th.—John Austin, foot injured, struck by car while crossing track, North River Coal and Wharf Company's yard. Engineer, G. Coleman; conductor, —— Shields.

February 14th.—Frank E. August, two fingers crushed, coupling cars, Jersey City freight-yard. Engineer, George Jones; conductor, J. Kelly.

February 15th.—Wm. Kelly, leg crushed, struck by switch-stand, Jersey City. Engineer, H. Seigfried; conductor, Thos. McGinley.

February 16th.—Frank Zawerki, head slightly injured, jumped off train ahead of engine, Jersey City passenger-yard. Engineer, J. Powelson; conductor, John Mattis.

Febuary 16th.—Wm. Hurley, killed, walking on track, struck by engine, Centreville. Engineer, Chas. Montgomery; conductor, Saml. L. Pratt.

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February 18th.—Martin Fahey and W. A. Hummer, burned, breaking of carboy of acid, Phillipsburg. Engineer, Jas. Framefelder; conductor, John Warner.

February 18th.—A. W. Weaver, arm bruised, coupling cars, Jersey City yard. Engineer, W. Snyder; conductor, Aug. W. Weaver.

February 19th.—Ira Bowers, hand crushed, coupling cars, Phillipsburg. Engineer, W. H. House; conductor, Fred. Richline.

February 21st.—John Shannon, killed, jumping from moving train, Spring street, Elizabeth. Engineer, S. Curtis; conductor, F. King.

February 23d.—Karl Webber, drowned, jumped overboard about middle of North river, supposed case of suicide, ferryboat "Fanwood."

February 25th.—Earnest Much, personal injury, fell through Berkman bridge.

February 26th.—Lawrence Dalskey, personal injury, thrown from trestle, Manufacturers Branch. Conductor, —— Kinney.

February 27th.—Mrs. Abm. Kershaw, slightly injured by fall, dress caught on leaving train, Plainfield. Engineer, Ed. Cramplin; conductor, W. E. Case.

February 26th.—Mrs. Wilson, face cut, fell while crossing tracks, Ferry street, Newark. Engineer, —— Watson; conductor, —— Knapp.

February 28th—C. S. Stokes, arm sprained, fell over signal wire, Spring street, Elizabeth. Engineer, J. S. George; conductor, C. S. Stokes.

March 2d.—Lawrence Siddons, injured about hips, coupling cars, Jersey City yard. Engineer, Wm. Rhodes; conductor, Robt. Smith.

March 2d.—John Schamhorst, finger injured, coupling cars, Phillipsburg. Engineer, Wm. Kelly; conductor, Wm. Stout.

March 4th.—Walter Bennett, killed, caught between end of turntable and wall, Elizabeth.

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March 4th.—Chas. J. Kline, arm bruised while coupling cars, Bergen Point. Engineer, Frank Beck; conductor, L. P. Titus.

March 7th.—J. Warner, finger mashed while coupling cars, Phillipsburg. Engineer, J. S. George.

March 7th.—Daniel Giles, fatal injury, body found on track just east of Plainfield.

March 7th.—Wm. Currid, fatal injury, caught between cars while coupling, Plank Road switch, Newark Branch. Engineer, Jos. Tate; conductor, Patrick Mahoney.

March 9th.—John Grady, personal injury, struck by telegraph pole, North River Coal and Wharf Company's yard. Engineer, Chas. Kaeney; conductor, Thos. Shields.

March 12th.—George Staples, left foot crushed while in act of stepping on pilot of engine. Engineer, John Logan; conductor, —— ——. Dunellen yard.

March 12th.—John Stoker, fatal injury, found dead on track at Perth Amboy.

March 13th.—Elias Harris, injured by being struck with engine while walking on track, near Port Oram. Engineer, G. A. Smith; conductor, Thos. Allen.

March 14th.—William McClaren, fatally injured, supposed to have fallen from engine at Ferry street, Newark. Engineer, W. H. Allen; conductor, —— ——.

March 16th.—Johnson Berry, finger injured while throwing coal in fire-box, Phillipsburg yard. Engineer, W. H. Stout; conductor, —— ——.

March 16th.—Walter Conway, arm bruised coupling cars, Hampton. Engineer, Francis Kern; conductor, Jno. McGuire.

March 17th.—John Kelly, head hurt, thrown from train near Jersey City. Engineer, L. R. Everett; conductor, J. C. Ten Eyck.

March 19th.—Wm. Ditmars, seriously injured, coupling cars, Roselle. Engineer, S. Curtis; conductor, F. King.

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March 25th.—Wm. Lance, hand injured, struck by engine, Hampton. Engineer, J. Mowry; conductor, S. Phillips.

March 27th.—Daniel Gregg, finger mashed, coupling cars, Jersey City yard. Engineer, F. Day; conductor, Jno. O'Rourke.

March 31st.—Harvey Rowe, hand hurt, uncoupling cars, Jersey City passenger-yard. Engineer, Jno. Powelson; conductor, Jno. Mattis.

April 5th.—Stephen Hays, right foot cut while using adze trimming plank, Henderson street, Jersey City.

April 6th —H. H. Doty, slightly injured, struck with stone thrown by unknown party, East Ferry street. Engineer, E. Huff; conductor, J. H. Munn.

April 6th.—Unknown man killed, Roselle. Engineer, G. Houston; conductor, Jno. Morlett.

April 7th.—Harry B. Vaughan, injured internally, struck by engine, Greenville. Engineer, R. Small; conductor, H. D. Staats.

April 8th.—John Glendonmeyer, two fingers mashed, coupling cars, East Twenty-second street. Engineer, George Tutton; conductor, Alfred Taylor.

April 10th.—Unknown man badly cut about head, found lying between tracks just west of Lehigh Valley Railroad bridge, near Cranford. Engineer, Chas. Montgomery; conductor, Sam'l L. Pratt.

April 12th.—Unknown person (injuries unknown), struck by stone while train was passing Green's Bridge. Engineer, —— Miller; conductor, J. R. Day.

April 12th.—P. J. Johnson, injuries unknown, stepped in front of engine, west of Plainfield. Engineer, Chas. Hine; conductor, —— ——.

April 12th.—Wm. Buckley, leg injured, struck by engine, standing too close to track, Fiddler's Green. Engineer, —— Allen; conductor, C. D. Ladd.

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April 12th.— —— Middledorf, head injured, stepped on track in front of engine, Elizabeth. Engineer, M. Monyham.

April 12th.—Jacob Skinner, leg crushed, stepped in front of engine, Hampton. Engineer, Josiah Mowery; conductor, Saml. Phipps.

April 13th.—Mrs. Kramer, shoulder bruised, boarded car at Elizabethport and walked off on opposite side. Engineer, F. McPeak; conductor, Wm. G. Brown.

April 14th.—James Wheeler, feet crushed, stepped in front of engine, Port Johnson. Engineer, Peter Quick; conductor, Geo. Wheeler.

April 18th.—Amos Stookey, hand slightly bruised, coupling cars, Jersey City freight-yard. Engineer, Geo. Ross; conductor, F. Meehan.

April 19th.—Earnest Ginnever, two fingers mashed, coupling cars, Jersey City freight-yard. Engineer, H. Sigfried; conductor, T. McGinley.

April 21st.—R. Nicholson, face cut and leg injured, fell while attempting to board moving train, Jersey City freight-yard. Engineer, E. Mahoney; conductor, Wm. Cox.

April 22d.—Frank Vail, badly injured while walking on track, Plainfield. Engineer, Fred. Wilcox; conductor, Chas. Dineen.

April 26th.—Hugh Coyle, left leg crushed, being caught between cars, Jersey City yard. Engineer, James Hoagland; conductor, A. B. Weaver.

April 28th.—John Connelly, thigh broken, &c., fell from car and was run over, Somerville. Engineer, —— Wilson; conductor, E. S. Kline.

April 29th.—Andrew Sirchman, slightly injured, fell off hand-car, Perth Amboy.

April 30th.—William Rex, side and arm bruised, fell from car, Elmora. Engineer, —— Flynn; conductor, W. H. Berkhimer.

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May 4th.—John McNally, fatally injured, fell from train, Dunellen. Engineer, —— —— (P. & R.)

May 6th.—James J. Gardner, shoulder dislocated, coupling cars, Jersey City freight-yard. Engineer, Wm. Applegate; conductor, I. O'Brien.

May 6th.—Dennis McCarty, right arm and leg injured, attempting to board moving train, Centreville.. Engineer, J. S. Gorgas; conductor, J. Dougherty.

May 6th.—Miss Fleming, injuries unknown, jumped from train after leaving Valley Station. Engineer, H. Foster; conductor, I. H. Munn.

May 7th.—George B. McCraig, two fingers mashed, coupling cars, Jersey City freight-yard. Engineer, H. Sigfried; conductor, Thos. McGinley.

May 7th.—W. H. Collard, arm crushed, coupling cars, Plank Road switches. Engineer, Wm. Bennett; conductor, Jas. H. Porter.

May 8th.—Thos. McCarty, ankle sprained, jumping from one car to another, Somerville. Engineer, —— Divine; conductor, —— Darling.

May 10th.—S. Chamberlain, head cut by piece of furnace-slag thrown by boy, East Ferry street. Engineer, S. Curtis.

May 14th.—Robert Elliott, finger crushed, uncoupling cars, Jersey City freight-yard. Engineer, Jno. Allen; conductor, I. T. Kirk.

May 15th.—Patrick Mahoney, head cut, knocked off car, Elizabethport yard. Engineer, G. W. Ahle; conductor, Patrick Mahoney.

May 20th.—Hugh B. Gooley, thumb crushed, coupling cars, Elizabeth. Engineer, F. Fisher; conductor, J. Hartzell

May 16th.—Alfred E. Brown, head and shoulder injured, struck by engine, Jersey City yard. Engineer, J. Jones; conductor, A. Campbell.

May 19th.—Mrs. Mary Carroll, killed, attempting to cross tracks while gate was down, Centreville. Engineer, J. Dunham; conductor, M. L. Rarick.

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May 19th.—John H. Wyckoff, three fingers slightly injured, coupling cars, Jersey City yard. Engineer, J. Dunham; conductor, M. L. Rarick.

May 21st.—Jos. Smith, thumb injured, coupling cars, East Ferry street. Engineer, —— ——.

May 21st.—Lewis Gordon, internally injured, attempting to jump off car, Elizabethport. Engineer, Everett Gordon; conductor, E. Queen.

May 21st.—James H. Porter, two fingers crushed, coupling cars, Plum Point lane. Engineer, Wm. Bennett; conductor, J. H. Porter.

May 21st.—James Farley, arm crushed, thrown from car, Jersey City freight-yard. Engineer, Arthur Bogart; conductor, G. M. Forrer.

May 22d.—Nicholas Williams, arm crushed, coupling cars, Somerville yard. Engineer, —— Shurts; conductor, W. Dalrymple.

May 23d.—Unknown Arabian, injured about right shoulder and breast, struck by coal train, Somerville. Engineer, Jacob Gorcas; conductor, —— Meyers.

May 23d.—John Harrington, arm squeezed, coupling cars, Jersey City freight-yard. Engineer, H. Siegfried; conductor, Thos. McGinley.

May 27th.—James Karney, bruised about body, struck by train while walking on track, Pamrapo. Engineer, J. W. Sinclair; conductor, G. E. Hummell.

May 30th.—Patrick Lesten, head injured, struck by bridge while attempting to board moving train, West Bergen. Engineer, H. Allen; conductor, A. H. Jacobus.

June 1st.—Margaret Frestro, slightly injured, struck while picking coal on track, Newark. Engineer, C. Foster; conductor, W. Crevlin.

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June 2d.—Thos. Hickey, killed, struck by engine while walking on track, Glen Gardner. Engineer, S. H. Opdyke; conductor, C. S. Tuck.

June 4th.—H. L. Vandegrift, hand crushed, coupling cars, Phillipsburg. Engineer, J. Fleers; conductor, M. F. Lesher.

June 5th.—Jacob Kessler, fatally injured, crossing tracks in front of engine, Elizabethport. Engineer, H. Beck; conductor, W. Snyder.

June 6th.—Patrick Cronin, arm bruised, coupling cars, Elizabethport yards. Engineer, D. Donovan; conductor, T. Dufford.

June 8th.—Howard F. Deun, two fingers crushed, coupling cars, Jersey City freight-yard. Engineer, C. Duncan; conductor, G. M. Forrer.

June 12th.—Stephen Heffeter, slightly injured, struck by hand-car, Glen Gardner. Engineer, —— ——; conductor, —— ——.

June 12th.—Jno. Cavanaugh, arm squeezed, coupling, Newark freight-yard. Engineer, J. Clark.

June 17th.—Robert Miller, head injured, striking back of seat, Plainfield. Engineer, W. Aten; conductor, O. J. Freeman.

June 18th.—Patrick Leehan, ankle fractured, poker falling off tender of engine, Bayonne. Engineer, —— Small; conductor, —— Staats.

June 19th.—George Rodman, hand cut, while putting bicycle in baggage-car, Sewaren. Engineer, —— ——; conductor, —— ——.

June 20th.—John Puysac, fatally injured, jumping on train, Somerville. Engineer, J. Stinger; conductor, A. Wildower.

June 20th.—Wm. Dowd, leg broken, attempting to board moving train, Singer's. Engineer, —— Moore; conductor, —— Kenney.

June 21st.—Jacob Felix, hurt about hips, coupling cars, Jersey City. Engineer, T. Connors; conductor, T. Carroll.

June 22d.—John McGuire, face bruised, jumping off engine, Jersey City. Engineer, W. Snyder; conductor, F. Lee.

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June 23d.—Unknown passenger, face scratched, radish thrown through window, Bayonne. Engineer, F. Maylor; conductor, P. Beacher.

June 20th.—Frank Schmidt, end of finger cut off, while taking down main rod of engine to refit brasses, Centreville. Engineer, —— ——; conductor, —— ——.

June 24th.—Anthony Wise, injured, coupling cars, Brills. Engineer, J. Jones; conductor, J. H. Porter.

June 26th.—Jno. J. Boyle, leg bruised, coupling cars, Elizabethport yard. Engineer, D. Donovan; conductor, John J. Boyle.

June 28th.—Theo. Woods, three fingers mashed, dropping cars, Glen Gardner. Engineer, F. Beck; conductor, J. Kenna.

June 29th.—Jas. McGowan, arm cut, coupling cars, Elizabeth. Engineer, E. Dwyer; conductor, M. C. Staples.

July 1st.—Henry Drew, injured internally, found on West Bergen bridge. Engineer, S. Jones; conductor, A. Powell.

July 1st.—Geo. B. Brown, fingers mashed, coupling cars, Flemington. Engineer, T. Bradshaw; conductor, P. M. Bryan.

July 1st.—Timothy Cooley, arm and leg injured, run over by engine, New Jersey avenue. Engineer, J. Weikley; conductor, B. Colwell.

July 2d.—A. Sorter, two fingers mashed, drawing coupling pin, Jersey City freight-yard. Engineer, W. Snyder; conductor, A. W. Weaver.

July 5th.—Wm. Alpenesus, killed, struck by engine, Elizabethport. Engineer, A. Mattis; conductor, M. E. Ewing.

July 5th.—Unknown passenger, forehead slightly cut, attempting to board train while in motion, East Ferry street, Newark. Engineer, H. Allen; conductor, A. H. Jacobus.

July 4th.—Unknown man, killed, struck by engine, between Roselle and Cranford. Engineer, R. G. Small; conductor, J. B. Berkheiser.

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July 5th.—Jno. Witt, slightly injured while picking coal under cars, Jersey City. Engineer, G. Ward; conductor, R. Smith.

July 6th.—Danl. Conroy, leg injured, playing with turn-table, Elizabeth.

July 8th.—Mrs. F. L. Tylie, face slightly scratched, alighting from train while in motion, Ramapo. Engineer, A. Horsel; conductor, M. T. Sopers.

July 9th.—Robert A. Taylor, finger slightly bruised, window falling on it, Jersey City depot. Engineer, J. Provost; conductor, W. E. Haynes.

July 8th.—Wm. Allen, seriously injured, struck by engine, Bergen Point. Engineer, B. Munn; conductor, W. F. Jones.

July 10th.—Unknown man, killed, struck by engine, Bay Ridge. Engineer, C. Young; conductor, J. L. Solden.

July 11th.—Phila. Greenwall, injured, jumped or fell off train, Elizabeth. Engineer, G. B. Coffee; conductor, C. Dodwell.

July 12th.—Henry Voelmer, slightly injured, caught between cars, Elizabethport. Engineer, I. Webster; conductor, N. Riley.

July 15th.—Chas. W. Baker, foot injured and arm wrenched, crossing track in front of engine, Phillipsburg. Engineer, J. D. Hawk; conductor, W. McElvain.

July 13th.—Unknown passenger, knee slightly injured, stepping off train while in motion, Plainfield. Engineer, J. Goodwin; conductor, G. G. Brokaw.

July 16th.—George Davis, slightly injured, struck by engine, Elizabethport. Engineer, J. Johnson; conductor, H. A. Boyd.

July 18th.—Theo. Meaker, foot cut off, fell while walking alongside of track. Engineer, J. Holmes; conductor, J. Hunt. Elizabeth.

July 18th.—Henry Eckhard, finger crushed while coupling cars, Jersey City. Engineer, —— Whitenack; conductor, J. T. Kirk.

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July 18th.—W. P. Riley, finger crushed while drawing pin, Jersey City. Engineer, F. Day; conductor, G. W. Owen.

July 18th.—Thos. Boolceogo, foot injured, rail falling on it, Claremont yard.

July 19th.—Mrs. A. Breen, slightly injured, struck by truck, Jersey City depot.

July 19th.—John Tolcott, killed, struck by engine while walking over Morris Canal bridge, West Bergen. Engineer, S. Levery; conductor, J. Kennedy.

July 21st.—Frank James, slightly injured over the eye, struck by bar. Engineer, G. Ward; conductor, F. August.

July 22d.—Grant Gordon, two fingers mashed, coupling cars. Claremont. Engineer, J. Weekley; conductor, B. Tenny.

July 24th.—W. J. Gillen, arm bruised, coupling cars, Jersey City freight-yard. Engineer, G. Jones; conductor, J. O'Rourke.

July 25th.—J. J. Coffey, knee fractured, coupling cars, Elizabethport. Engineer, E. Poda; conductor, J. Hastings.

July 30th.—George Grener, hand cut, had arm out of window crossing bay draw, struck by standard. Engineer L. R. Everett; conductor, J. C. Ten Eyck.

August 3d.—Jas. Bunn, arm cut, struck by piece of coal that fell from engine, North Branch. Engineer, J. Goodwin; conductor, G. Brokaw.

August 4th.—Patrick Lyons, struck by engine and thrown down but not injured, Elizabethport. Engineer, S. Watson; conductor, J. Van Houten.

August 4th.—Bernard Earnest, fatally injured, caught between cars, Elizabethport. Engineer, J. S. Tate; conductor, G. McGinley.

August 6th.—James O'Grady, leg broken, thrown from car by coming in contact with electric light wire, Newark. Engineer, J. Jones; conductor, M. Mahon.

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August 7th.—Hugh O'Brien, collar bone broken, also two ribs broken, caught between cars, Elizabethport. Engineer, S. L. Darling; conductor, J. Shurts.

August 7th.—John Stevens, hand bruised, having same out of window was struck by signal-box, bay draw. Engineer J. Johnson; conductor, H. A. Boyd.

August 8th.—Michael Currid, finger cut off, coupling cars, Jersey City. Engineer, D. Mattis; conductor, F. Meehan.

August 9th.—John Halleran, fatally injured, struck by side rod of engine, Wickatunk. Engineer, P. Grayson; conductor, J. Halleran.

August 9th.—Arnold Stevens, foot crushed, falling from car, Plank Road. Engineer, W. P. Young; conductor, M. Colon.

August 12th.—Otto Stafe, foot crushed, fell from train, West Bergen. Engineer, —— ——; conductor, J. Dowdell.

August 12th.—John Malley, slightly injured, attempting to board moving train, Jersey City. Engineer, F. Day; conductor, G. W. Owens.

August 12th.—Charles Weber, foot bruised, caught between cars, Jersey City. Engineer, J. Hoagland; conductor, A. B. Weaver.

August 13th.—Thos. Flynn, arm broken, caught between cars, Jersey City. Engineer, —— ——; conductor, —— ——.

August 13th.—Thomas Murray, slightly injured, caught between cars, Jersey City freight-yard. Engineer, G. Lewis; conductor, F. Murray.

August 14th.—Frank Johnson, arm injured, coupling cars, Jersey City. Engineer, H. Siegfried; conductor, T. McGinley.

August 19th.—John Riley, head and back injured, fell through bridge, Bound Brook; intoxicated.

August 19th.—Miss S. W. Butter, limb injured, stepping off end of platform, Greenville. Engineer, P. D. Meade; conductor, P. Backer.

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August 20th.—Frank Bellam, collar bone broken, caught between car and chute, while repairing car at Jersey City.

August 23d.—Walter N. Cooper, face cut by stone thrown through window, Avenue switches. Engineer, B. Munn; conductor, G. P. Hodge.

August 25th.—Frank H. Chamberlain, leg and back bruised, fell from car, Jersey City freight-yard. Engineer, M. Snyder; conductor, P. J. Kain.

August 27th.—Frank Gerlack, hand hurt, coupling cars, Newark. Engineer, M. Canny; conductor, M. Mahon.

August 27th.—Unknown passenger slightly injured, had arm out of window and struck by ladder, Jersey City. Engineer, —— McCall; conductor, J. Hubert.

August 27th.—Wm. McLaven, fell overboard (intoxicated), rescued and resumed his journey, Jersey City.

August 28th.—Lady passenger, dress caught in step, no injury, Elizabeth. Engineer, —— Powell; conductor, D. Horton.

August 28th.—David Cook, two fingers mashed, coupling cars, Plank Road, Manufacturers Branch Newark and New York Railroad. Engineer, J. Jones; conductor, J. H. Porter.

August 30th.—Michael Coleman, fatally injured while passing between cars, Port Johnston. Conductor, J. Cooney.

August 30th.—Lady passenger, fell while attempting to board moving train, Flanders. Engineer, B. Munn; conductor, J. Dolbeer.

September 1st.—Wm. P. Hight, fatally injured, struck while crossing tracks, Jersey City yard. Engineer, R. McCloud; conductor, J. M. Sanborn.

September 1st.—John G. Reed, injured, struck while alighting from car, Elizabethport yard. Engineer, J. Osman; conductor, B. Donnelly.

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September 2d.—Frank Gardner, knee cut and hand bruised, jumping from train, Elizabeth. Engineer, —— Jackson; conductor, W. Rodgers.

September 2d.—Jas. McClafferty, seriously injured, fell off engine while filling headlight, Annandale. Engineer, James Singer; conductor, Wm. Myers.

September 4th.—Unknown man, drowned, fell through draw while walking over bay bridge.

September 3d.—Thomas McCarty, two fingers squeezed, coupling cars, Elizabeth. Engineer, C. Moore; conductor, C. Paulman.

September 4th.—Thos. J. Galvin, right hand crushed, coupling cars, Jersey City. Engineer, M. Snyder; conductor, A. M. Weaver.

September 5th.—Wm. Lanslain, hip and head slightly injured, slipped getting off train, Elizabeth. Engineer, —— Everett; conductor, F. Veight.

September 6th.—Dennis Ageam, leg slightly injured, timbers on track, Elizabethport. Engineer, E. Gordon; conductor, E. Queen.

September 6th.—Jno. Murphy, ankle sprained, jumping from train, Elizabethport. Engineer, D. Donovan; conductor, F. Dufford.

September 6th.—Patrick Mahen, slightly injured, jumping from moving train, Elizabethport. Engineer, P. F. Doyle; conductor, W. E. Haynes.

September 6th.—Thos. J. O'Brien, leg crushed, fell from train, Phillipsburg. Engineer, —— Albright; conductor, —— Fitzinger.

September 7th.—Dennis Dougherty, head cut, hoe falling from tank, Cranford. Engineer, P. Struble; conductor, T. Young.

September 8th.—Wm. Compton, arm crushed, coupling cars, Plainfield. Engineer, F. Beck; conductor, J. Tracey.

September 8th.—Thos. Auttel, slightly injured, struck by car door, Elizabethport. Engineer, —— Fagan; conductor —— Ebert.

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September 8th.—John Bauman, head and back injured, fell through bridge while walking on track, Bound Brook.

September 9th.—Harry Richardson, foot cut off, attempting to board moving train, Fanwood. Engineer —— Morrison; conductor, —— McIlvain.

September 10th.—Harry Simpson, slightly injured, coupling cars, Elizabethport. Engineer, W. Thompson; conductor, H. Flanigan.

September 10th.—Mrs. Schultz, fatally injured, struck while picking coal on track, Elizabethport. Engineer, C. Houston; conductor, D. Horton.

September 10th.—Peter Cuba, accidentally struck by pick, Jackson avenue.

September 11th.—Thos. Kennedy, right arm pinched, coupling cars, Centreville. Engineer, R. Ewing; conductor, A. Weldour.

September 13th.—Arthur Fuller, slightly injured, fell on track and struck by tender of engine, Greenville. Engineer, R. McCloud; conductor, J. M. Sanborn.

September 13th.—Wm. Ulrick, hand injured, pushed through window ejecting passenger from train, Jackson avenue. Engineer, J. Mackinson; conductor, W. H. Cox.

September 15th.—John D. B. Lunero, neck and back scalded by escaping steam from engine, Elizabethport. Engineer, A. C. Schenck; conductor, G. W. McClavy.

September 16th.—Mrs. S. Rawlings, claims was knocked down by passengers crowding against her, Jersey City.

September 17th.—John A. Casey, left ankle broken, hand-car jumped off track, Carteret.

September 17th.—D. Greigg, legs crushed, coupling cars, Jersey City. Engineer, J. Hull; conductor, G. W. Owens.

September 18th.—Timothy Regan, foot and hip injured, knocked down by train, Communipaw. Engineer, M. Cluck; conductor, W. Kelly.

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September 18th.—Frederick C. Shibe, head and back injured, fell off train while passing from one car to another, Greenville. Engineer, E. Mahoney; conductor, W. Rodgers.

September 20th.—Simon D. Apgar, slightly injured, struck by truck, Netherwood. Engineer, E. Champ; conductor, W. E. Case.

September 23d.—Stewart Skillman, finger crushed, coupling cars, Hampton. Engineer, J. Mowry; conductor, G. Hummell.

September 23d.—Hiram W. Mott, finger mashed, coupling cars, Elizabethport. Engineer, T. Haynes; conductor, N. Riley.

September 25th.—Henry Freeman, hand cut, struck by stone thrown through window, Perth Amboy. Engineer, G. Clickner; conductor, E. Lick.

September 25th.—Mr. Lister, slightly injured, fell while getting off train, Jackson avenue. Engineer, S. Lowry; conductor, M. A. Knapp.

September 27th.—Henry Eckhardt, thumb injured, coupling cars, Jersey City. Engineer, H. Whitemack; conductor, J. Kirk.

September 27th.—Neal Kane, face bruised, jumping from train, Jersey City. Engineer, J. Reagan; conductor, J. Bedell.

September 27th.—Jos. Easton, legs and arms injured, coupling cars, Elizabethport. Engineer, D. Donovan; conductor, F. Dufford.

September 29th.—C. B. Rogers, hand cut, coming in contact with hand-railing, Jackson avenue. Engineer, —— ——; conductor, —— ——.

September 30th.—Unknown lady, slightly injured, fell while alighting from train, Westfield. Engineer, J. Lutz; conductor, C. S. Tuck.

September 30th.—James Hoagland, foot cut, striking switch, Jersey City. Engineer, J. McCall; conductor, J. Hubert.

October 1st.—Michael Cunid, ankle broken; M. A. Kingswell, foot injured by derailment of cars, Claremont. Engineer, D. Mattis; conductor, J. McCue.

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October 3d.—John G. Reed, shoulder injured, jar of car, Elizabeth. Engineer, J. Osman; conductor, M. Kinney.

October 4th.—Unknown lady, hand hurt in door of car, Elizabethport. Engineer, J. Case; conductor, T. Johnson.

October 4th.—Mary Dougherty, limb injured, walked off end of wall, west of Plainfield station.

October 5th.—Theo. Serweiss, fatally injured, standing between cars on float, Jersey City.

October 6th.—William Heath, hand injured, unloading lumber from car, Kenvil. Engineer, G. A. Smith; conductor, Thos. Allen.

October 6th.—Joseph Smith, foot injured, caught in track, Elizabethport.

October 10th.—John R. Johnson, fingers injured, coupling cars, gravel pits. Engineer, E. C. Cramer; conductor, J. V. Johnson.

October 11th.—Toney Trucey, fatally injured, crossing tracks, struck by engine, Pamrapo. Engineer, Jos. Case; conductor, S. J. Johnson.

October 11th.—Samuel M. Greger, leg crushed, attempting to board moving train, Phillipsburg. Engineer, Chas. Keck; conductor, W. Zerbey.

October 14th.—Bernard Donnelly, hand bruised, coupling cars, Elizabethport yard. Engineer, D. Donovan; conductor, F. Dufford.

October 14th.—Emuel Trogner, legs injured, jumping from train, Netherwood. Engineer, B. Munn; conductor, C. S. Tuck.

October 14th.—Moses Bunons, leg broken, jumping from moving train, Plank Road. Engineer, —— McGhie; conductor, W. T. Calon.

October 17th.—John Severin, arm injured, struck by telegraph pole in getting off train at Elizabethport. Engineer, C. S. Husbands; conductor, Frank Goger.

October 18th.—Robert J. Pratt, head cut, while jumping from train, Jersey City. Engineer, —— Waite; conductor, A. Powell.

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October 18th.—Annie Bebach, skull fractured, standing too close to passing train, Tremley. Engineer, John Kline; conductor, Edward Leek.

October 21st.—Unknown lady passenger, slightly injured, alighting from moving train, Jackson avenue. Engineer, —— Mackinson; conductor, W. H. Cox.

October 21st.—Unknown passenger, slightly injured, alighting from moving train, Broad street, Newark. Engineer, Smith Watson; conductor, M. A. Knapp.

October 22d.—Frank Lee, wrist sprained, coupling cars, Jersey City. Engineer, W. Snyder; conductor, A. W. Weaver.

October 25th.—George Force, squeezed, caught between cars while coupling, Junction. Engineer, Frank Beck; conductor, John Tracey.

October 25th.—John H. Rudoff, side injured, caught between cars, Elizabethport yard. Engineer, J. S. Tate; conduetor, R. S. Tinbrook.

October 26th.—Wm. Dunn Grove, head and shoulder slightly injured, struck by engine while sitting alongside of track, Elizabethport. Engineer, M. Gibney; conductor, P. E. Connelly.

October 26th.—James McCarthy, head and body injured, fell against car, jumping from engine, Jersey City yard. Engineer, H. Smith; conductor, Robert Smith.

October 26th.—James E. Smith, hand bruised, coupling cars, Jersey City freight-yard. Engineer, George Ward; conductor, A. Calback.

October 27th.—Patrick McDermott, fatally injured while walking on track, Elizabethport. Engineer, Nathan Waite; conductor, J. Merlette.

October 30th.—Frank J. Brislin, hand injured, coupling cars, Jersey City freight-yard. Engineer, H. Siegfried; conductor, P. J. Kane.

October 31st.—Robert A. McNeil, hand bruised, coupling cars, High Bridge. Engineer, John Flynn; conductor, S. Hulsizer.

October 31st.—Mary Gilroy, fatally injured, struck while walking on track, White House.

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November 2d.—Mrs. Corta, fell while alighting from moving train, said she was not injured, Jersey City. Engineer, B. Munn; conductor, A. B. Praul.

November 3d.—William Carroll, badly bruised, coupling cars, Phillipsburg. Engineer, G. Kist; conductor, J. Snyder.

November 5th.—Patrick Finnerty, fatally injured, caught in machinery, bay draw.

November 6th.—Daniel Sullivan, leg bruised, uncoupling cars, Elizabethport yard. Engineer, Joseph Osmun; conductor, M. Kinney.

November 13th.—John J. Murray, internally injured, fell while uncoupling cars, Jersey City freight-yard. Engineer, W. Snyder; conductor, F. Lee.

November 13th.—Dr. Phillips, leg and arm broken, struck by engine while crossing tracks, Plainfield. Engineer, Henry Foster; conductor, I. H. Munn.

November 14th.—Patrick Barry, leg bruised, slipped while stepping off pilot of engine, Maurers. Engineer, Michael Kennedy; conductor, John J. Berry.

November 15th.—Edward May, arm crushed while attempting to board moving train, Elizabethport. Engineer, H. W. Bellemay; conductor, George Weller.

November 19th.—Henry P. Eckhardt, head cut, cover of manhole falling from engine, Jersey City passenger-yard. Engineer, Stewart Jones; conductor, John T. Kirk.

November 20th.—Joseph Helpenin, fatally injured, crossing tracks in front of engine, Singers. Engineer, W. Aten; conductor, W. E. Case.

November 20th.—John Green, arm bruised, coupling cars, Centreville. Engineer, Fred. Paulman; conductor, Wm. McDaniels.

November 23d.—John Mattis, ankle sprained, caught in guard-rail of switch, Jersey City passenger-yard. Engineer, Stewart Jones; conductor, John Mattis.

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November 24th.—William McCalmont, legs crushed, stepped in front of moving train, Phillipsburg yard. Engineer, B. Flynn; conductor, W. H. Berkimer.

November 24th.—Robert Drake, finger crushed, coupling cars, Hampton yard. Engineer, Richard W. Taylor; conductor, W. C. Rowland.

November 24th.—John Ryan, fatally injured, struck while crossing tracks, Elizabeth. Engineer, George Coffee; conductor, C. Dodwell.

November 25th.—Paul Clayton, hand crushed, coupling cars, Jersey City freight-yard. Engineer, David Mattis; conductor, F. Meehan.

November 27th.—Adam Porter, legs crushed, fell while jumping from train, Elizabethport. Engineer, E. Space; conductor, W. H. Jackson.

November 27th.—James McGinn, head cut, struck by overhead bridge, near Fanwood. Engineer, D. McMahone; conductor, Richard Fegley.

November 28th.—C. Flate, side injured, fell while getting off train at Elizabethport. Engineer, —— Foster; conductor, I. Munn.

November 29th.—Nathan Alpaugh, fatally injured, foot caught in rail and was run over, float-house freight-yard, Jersey City. Engineer, George Ross; conductor, Jos. Kelly.

November 29th.—Michael Driscoll, three fingers crushed, coupling cars, Elizabethport yard. Engineer, Jos. Osman; conductor, J. Coogan.

November 29th.—George Gordon, two fingers slightly mashed, Morris Co. Junction. Engineer, M. Smith; conductor, A. M. Sands.

November 29th.—Henry A. Poutney, head cut, piece of coal falling from passing train, Claremont. Engineer, Lloyd Clark; conductor, Jas. W. Van Houten.

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December 1st.—William Clayton, leg injured, attempting to board ferry-boat "Plainfield" before same had been secured to slip, Jersey City. Engineer, Alfred Tallmadge; pilot, John Ferndon.

December 2d.—Albert Trice, three fingers bruised, coupling cars, Jersey City yard. Engineer, F. Hull; conductor, J. Remmel.

December 2d.—George Staples, hand crushed and head bruised, fell on track in front of moving train, Plainfield. Engineer, John Monynhan; conductor, Frank Bowlby.

December 2d.—John Bergen, side slightly injured, struck by train while turning switch, Somerville. Engineer, Wm. Devine; conductor, Walter Durling.

December 3d.—Morris Welch, shoulder and leg bruised, standing too close to track, struck by switch engine, Jersey City freight-yard. Engineer, George Lewis; conductor, M. Healey.

December 3d.—Isaac Blanchard, hand slightly injured, coupling cars, West Bergen. Engineer, Theo. Tice; conductor, Isaac Blanchard.

December 4th.—John J. Feeley, slightly injured about hips, coupling cars, Atha's yard, Manufacturers Branch. Engineer, John McGhie; conductor, W. T. Colon.

December 4th.—Daniel H. Harrison, end of finger mashed, coupling cars, Phillipsburg yard. Engineer, John Fleet; conductor, M. P. Lesher.

December 7th.—William Burke, fatally injured, stepped on track in front of engine, Bergen Point. Engineer, S. Emely; conductor, A. Robbins.

December 8th.—Washington Walker, injured about body, attempting to cross tracks ahead of train, Elizabeth. Engineer, I. Jansen; conductor, W. J. McGee.

December 8th.—James Hardman, bruised about head, slipped on ice while unloading freight, Brills switches. Engineer, F. H. McPeak; conductor, F. Hawk.

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December 8th.—Mrs. Ellen Ryan, drowned; while walking on coal trestle, Port Johnston, got off regular walk and fell through hole in the dock.

December 8th.—Jacob Norton, scalp wound, struck by piece of lumber while unloadlng same, Jersey City lumber-yard.

December 9th.—Thomas J. McCabe, finger injured, uncoupling cars, Lafayette. Engineer, J. Waite; conductor, W. E. Dilts.

December 9th.—Jacob Gresch, ankle broken, jumping off moving train, Jersey City freight-yard. Engineer, —— ——; conductor, —— ——.

December 12th.—Edward M. Davis, finger slightly bruised, coupling, West Bergen. Engineer, John Rich; conductor, C. W. Keipler.

December 13th.—William R. Boyd, finger mashed, unloading freight, case fell on hand, Flemington. Engineer, Clarence Young; conductor, Peter M. Bryan.

December 13th.—C. W. Elston, hips injured, coupling cars, High Bridge. Engineer, Frank Beck; conductor, John Tracey.

December 13th.—Jacob S. Gulick, body injured, coupling cars, Tremley. Engineer, F. Bogart; conductor, Geo. Johnston.

December 18th.—Rebecca Dunson, ankle sprained and two small scalp wounds, jumped from moving train, Netherwood. Engineer, Ed. Space; conductor, W. H. Jackson.

December 18th.—Miles Rock, head cut, arm and leg sprained, fell from train, North Branch. Engineer, Robert Ewing; conductor, G. Weller.

December 18th.—Robert Elliott, shoulder injured, struck by telegraph pole, Jersey City passenger-yard. Engineer, John Allen; conductor, C. D. Ladd.

December 19th.—James Smith, head cut, stepped in front of moving train, Newark. Engineer, J. McGhie; conductor, W. T. Colon.

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December 20th.—Arthur B. Cale, knee injured, striking same against bridge, No. 1 Float, Jersey City. Engineer, F. R. De Groff; conductor, George Norris.

December 20th.—Charles H. Angleman, two fingers mashed, coupling cars, Newark. Engineer, Staats Curtis; conductor, Fred. King.

December 23d.—Jane Ann McConnell, head and arm slightly injured, attempting to cross tracks in front of train, Elizabeth avenue, Elizabeth. Engineer, C. Duvand; conductor, R. Munn.

December 29th.—Harry Satchwell, head slightly injured, train colliding with switch engine in snowstorm, Jersey avenue, Jersey City. Engineers, P. D. Mead and Henry Smith; conductors, John L. Soden and Robert Smith.

December 29th.—Benignio Camedala, fatally injured, stepped in front of moving train, Fanwood. Engineer, Jacob S. Gorgas; conductor, H. R. Brant.

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CHESTER RAILROAD COMPANY.

To the Comptroller of the State of New Jersey:

In obedience to a law of the State of New Jersey, approved March 27th, 1874 (Revision, p. 916), requiring annual reports to be made to the Legislature and transmitted to the Comptroller by the railroad companies of the State, the Chester Railroad Company presents the following report for the year ending December 31st, 1890:

Capital stock paid in	$98,500 00
Bonded debt	100,000 00
Floating debt	26,175 98
Cost of road and equipments	$224,675 98

The road extends from Chester Junction to Chester, a distance of ten and two-hundredths miles.

It is leased to the Morris and Essex Railroad Company at an annual rental of seven per cent. on its bonds, and its operations are included in the report of said company.

It is operated by the Delaware, Lackawanna and Western Railroad Company as lessee of the Morris and Essex, and the further information required by law is furnished by that company, and is annexed hereto.

State of New York, New York County, *ss.*—Frederick H. Gibbens, being duly sworn, on his oath says that he is Treasurer of the Chester Railroad Company, and that the foregoing statement is true and correct, to the best of his knowledge and belief.

FRED. H. GIBBENS.

Sworn and subscribed before me this 10th day of February, A. D. 1891.

LUDWIG R. MILLER,
Commissioner for the State of New Jersey in New York.

Dividends paid during the year 1890, and how paid—No dividends.

ACCIDENTS.

None.

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COLUMBUS, KINKORA AND SPRINGFIELD RAILROAD COMPANY.

To the Comptroller of the State of New Jersey:

In obedience to a law of the State of New Jersey, approved March 27th, 1874 (Revision, p. 916), requiring annual reports to be made to the Legislature and transmitted to the Comptroller by the railroad companies of the State, the Columbus, Kinkora and Springfield Railroad Company presents the following report for the year ending December 31st, 1890:

Capital stock paid in	$66,050 00
Bonded debt, first mortgage, $125,000; second mortgage, part held as collateral for floating debt, $60,000	185,000 00
Floating debt	25,000 00
Cost of road and equipments	$216,050 00

The road extends from Kinkora to New Lisbon, a distance of fourteen and sixteen-hundredths miles.

It is leased to the Pennsylvania Railroad Company at an annual rental of net earnings.

It is equipped and operated by the Pennsylvania Railroad Company, and the further information required by law is furnished by that company, and is annexed hereto.

State of New Jersey, Burlington County, *ss.*—Peter E. Harvey, being duly affirmed, on his affirmation says that he is Treasurer of the Columbus, Kinkora and Springfield Railroad Company and that the foregoing statement is true and correct, to the best of his knowledge and belief.

PETER E. HARVEY,
Treasurer.

Affirmed and subscribed before me this 4th day of February, A. D. 1891.

R. H. AARONSON,
Notary Public.

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RECEIPTS AND EXPENSES FOR 1890.

Income from passengers	$11,259 84
Income from freight	11,746 64
Income from other sources	5,091 97
Total	$28,098 45
Expenditures during the year for working road, including repairs, maintenance of way, motive power and contingencies	$31,507 53

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CUMBERLAND AND MAURICE RIVER RAILROAD COMPANY.

To the Comptroller of the State of New Jersey:

In obedience to a law of the State of New Jersey, approved March 27th, 1874 (Revision, p. 916), requiring annual reports to be made to the Legislature and transmitted to the Comptroller by the railroad companies of the State, the Cumberland and Maurice River Railroad Company presents the following report for the year ending December 31st, 1890:

Capital stock paid in	$250,000 00
Bonded debt	5,000 00
Cost of road and equipments	$272,425 70

Dividends paid during the year 1890, and how paid—None.

The road extends from Bridgeton to Long Reach, a distance of twenty-one and twenty-hundredths miles.

RECEIPTS AND EXPENSES FOR 1890.

Receipts and expenses for 1890 are included in the receipts and expenses of the New Jersey Southern Railway Company; no separate account of the same was made.

State of New York, New York City and County, *ss.*—J. R. Maxwell, being duly sworn, on his oath says that he is President of the Cumberland and Maurice River Railroad Company, and that the foregoing statement, and the annexed statement of accidents on the said road during the year 1890, are correct and true, to the best of his knowledge and belief.

J. R. MAXWELL.

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Sworn and subscribed before me this 2d day of April, A. D. 1891, at New York City.

BEN. V. D. FISHER,
Master in Chancery of New Jersey.

ACCIDENTS.

Included in the report of the New Jersey Southern Railroad Company, if any.

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CUMBERLAND AND MAURICE RIVER EXTENSION RAILROAD COMPANY.

To the Comptroller of the State of New Jersey:

In obedience to a law of the State of New Jersey, approved March 27th, 1874 (Revision, p. 916), requiring annual reports to be made to the Legislature and transmitted to the Comptroller by the railroad companies of the State, the Cumberland and Maurice River Extension Railroad Company presents the following report for the year ending December 31st, 1890:

Cost of road and equipments	$16,270 33

The road extends from the New Jersey Southern Railway, at a point near Bridgeton, to the Cumberland and Maurice River Railroad, a distance of one and twenty-three hundredths miles.

State of New York, New York City and County, *ss.*—J. R. Maxwell, being duly sworn, on his oath says that he is President of the Cumberland and Maurice River Extension Railroad Company, and that the foregoing statement is true and correct, to the best of his knowledge and belief.

J. R. MAXWELL.

Sworn and subscribed before me this 2nd day of April, A. D. 1891, at New York City.

BEN. V. D. FISHER,
Master in Chancery of New Jersey.

RECEIPTS AND EXPENSES FOR 1890.

Receipts and expenses for 1890 are included in the receipts and expenses of the New Jersey Southern Railway Company; no separate account of same was made.

ACCIDENTS.

Included in the report of the New Jersey Southern Railroad Company, if any.

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DELAWARE BAY AND CAPE MAY RAILROAD COMPANY.

To the Comptroller of the State of New Jersey:

In obedience to a law of the State of New Jersey, approved March 27th, 1874 (Revision, p. 916), requiring annual reports to be made to the Legislature and transmitted to the Comptroller by the railroad companies of the State, the Delaware Bay and Cape May Railroad Company presents the following report for the year ending December 31st, 1890:

Capital stock paid in	$30,000 00
Bonded debt	26,000 00
Floating debt	2,184 00
Cost of road and equipments, about	$60,000 00

Dividends paid during the year 1890, and how paid—None.

The road extends from Cape May City to Steamboat Landing, Delaware Bay, a distance of three and one-half miles.

RECEIPTS AND EXPENSES FOR 1890.

Income from passengers	$10,105 70
Income from freight	147 24
Total	$10,252 94
Expenditures during the year for working road, including repairs, maintenance of way, motive power and contingencies	$8,907 46

State of New Jersey, Cape May County, *ss.*—L. H. Cone, being duly sworn, on his oath says that he is Treasurer of the Delaware Bay and Cape May Railroad, and that the foregoing statement and the annexed statement of accidents on the said road during the year 1890, are correct and true, to the best of his knowledge and belief.

L. H. CONE.

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Sworn and subscribed before me this 15th day of May, A. D. 1891.

J. HENRY EDMUNDS,
Mayor of City of Cape May, New Jersey.

ACCIDENTS.

None.

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DELAWARE AND BOUND BROOK RAILROAD COMPANY.

To the Comptroller of the State of New Jersey:

In obedience to a law of the State of New Jersey, approved March 27th, 1874 (Revision, p. 916), requiring annual reports to be made to the Legislature and transmitted to the Comptroller by the railroad companies of the State, the Delaware and Bound Brook Railroad Company presents the following report for the year ending December 31st, 1890:

Capital stock paid in	$1,777,000 00
Bonded debt	1,777,000 00
Total	$3,554,000 00
Cost of road, equipments and appurtenances	$3,549,563 28

The road extends from the middle of the river Delaware to Bound Brook, a distance of twenty-seven miles, and from a point on the main line to Trenton, a distance of three and seven-tenths miles.

It is leased to the Philadelphia and Reading Railroad Company for a term of nine hundred and ninety years, from the first day of May, 1879, at an annual rental equal to all the interest on the bonds of the company, and for the first and second years of said term, six per cent., third and fourth years, seven per cent., and during the fifth and succeeding years, eight per cent., upon the capital stock of the company. Lessees to pay all taxes upon the capital stock, gross receipts, &c., and also the yearly sum of six thousand dollars for defraying the expenses of maintaining the corporate organization of the company.

It is equipped and operated by the Philadelphia and Reading Railroad Company, and the further information required by law is furnished by that company, and is annexed hereto.

State of New Jersey, Mercer County, *ss.*—John S. Wise, being duly sworn, on his oath says that he is Secretary and Treasurer of

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the Delaware and Bound Brook Railroad Company, and that the foregoing statement is true and correct, to the best of his knowledge and belief.

J. S. WISE.

Sworn and subscribed before me this 6th day of March, A. D. 1891.

THEO. C. MAPLE,
Master in Chancery of New Jersey.

RECEIPTS AND EXPENSES FOR 1890.

Income from passengers	$296,377 99
Income from freight	611,732 80
Income from other sources	46,192 03
Total	$954,302 82

Expenditures during the year for working road, including repairs, maintenance of way, motive power and contingencies $534,526 84

Dividends paid during the year 1890, and how paid: Four quarterly dividends of 2 per cent. each, in the months of February, May, August and November.

ACCIDENTS.

For the year ending November 30th, 1890.

December 20th, 1889.—John Dooruk, killed, struck by train while walking on track, Bound Brook crossing. Conductor, J. J. Murray; engineer, Jas. Murphy.

January 25th, 1890.—Morris Harbout, both thighs broken and right heel crushed, foot caught in frog and run over by cars, Trenton. Conductor, John Carney; engineer, Chas. Fisher.

May 5th.—Charles Isphorting, fatally injured, jumped from car, Trenton. Conductor, J. B. Saylor; engineer, Chas. Fisher.

July 9th.—Fred. Vincent Dumphy, found dead, supposed to have been run over by train, Belle Mead.

September 11th.—John F. Klingelhofer, leg crushed, caught between cars, Trenton Junction. Conductor, B. H. Shirey; engineer, Jos. Finer.

November 20th.—Ambrose B. Kulp, killed, supposed to have been struck by overhead bridge, Bound Brook. Conductor, J. Culbertson; engineer, Edward Dolan.

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THE DELAWARE RIVER RAILROAD COMPANY.

To the Comptroller of the State of New Jersey:

In obedience to a law of the State of New Jersey, approved March 27th, 1874 (Revision, page 916), requiring annual reports to be made to the Legislature and transmitted to the Comptroller by the railroad companies of the State, the Delaware River Railroad Company presents the following report for the year ending December 31st, 1890:

Capital stock paid in	$141,500 00
Bonded debt	65,000 00
Floating debt	25,935 27
Cost of road and equipments	$232,435 27

Dividends paid during the year 1890, and how paid—No dividends paid.

The road extends from Woodbury to Pennsgrove, a distance of twenty miles.

RECEIPTS AND EXPENSES FOR 1890.

Income from passengers	$31,084 47
Income from freight	19,544 72
Income from other sources	4,024 83
Total	$54,754 02
Expenditures during the year for working road, including repairs, maintenance of way, motive power and contingencies	$56,435 01

State of New Jersey, Gloucester County, *ss.*—Wm. S. Conner, being duly sworn, on his oath says that he is President of the Delaware River Railroad Company, and that the foregoing statement and the annexed statement of accidents on the said road during the year 1890, are correct and true, to the best of his knowledge and belief.

W. S. CONNER,
President.

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Sworn and subscribed before me this 8th day of May, A. D. 1891.

H. S. TALMAN,
Notary.

ACCIDENTS.

None.

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THE DELAWARE RAILROAD COMPANY OF NEW JERSEY.

To the Comptroller of the State of New Jersey:

In obedience to a law of the State of New Jersey, approved March 27th, 1874 (Revision, p. 916), requiring annual reports to be made to the Legislature and transmitted to the Comptroller by the railroad companies of the State, the Delaware Railroad Company of New Jersey presents the following report for the year ending December 31st, 1890:

Capital stock paid in	$4,025 00

The road extends from Hamilton street to Bulson street, Camden, N. J., a distance of about two miles.

REMARKS.

The construction of this road was commenced but stopped by an injunction restraining the company from continuing it.

State of Pennsylvania, Philadelphia County, *ss.*—Samuel Garwood, being duly sworn, on his oath says that he is Superintendent of the Delaware Railroad Company of New Jersey, and that the foregoing statement and the annexed statement of accidents on the said road during the year 1890, are correct and true, to the best of his knowledge and belief.

SAMUEL GARWOOD.

Sworn and subscribed before me this 15th day of May, A. D. 1891.

C. K. KLINK,
Notary Public.

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DOVER AND ROCKAWAY RAILROAD COMPANY.

To the Comptroller of the State of New Jersey:

In obedience to a law of the State of New Jersey, approved March 27th, 1874 (Revision, p. 916), requiring annual reports to be made to the Legislature and transmitted to the Comptroller by the railroad companies of the State, the Dover and Rockaway Railroad Company presents the following report for the year ending December 31st, 1890:

Capital stock paid in	$100,000 00
Bonded debt	35,000 00
Floating debt—None.	
Cost of road and equipments	$135,000 00

The road extends from Port Oram, N. J., to Rockaway, N. J., a distance of five and twelve-hundredths miles.

It is leased to the Longwood Valley Railroad Company at an annual rental of six per cent. on its capital.

It is equipped and operated by the Central Railroad Company of New Jersey, and the further information required by law is furnished by that company, and is annexed hereto.

State of New Jersey, Morris County, *ss.*—George Richards, being duly sworn, on his oath says that he is President of the Dover and Rockaway Railroad Company, and that the foregoing statement is true and correct, to the best of his knowledge and belief.

GEORGE RICHARDS.

Sworn and subscribed before me this 18th day of February, A. D. 1891.

FREDERICK H. BEACH,
Master in Chancery of New Jersey.

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EASTON AND AMBOY RAILROAD COMPANY.

To the Comptroller of the State of New Jersey:

In obedience to a law of the State of New Jersey, approved March 27th, 1874 (Revision, p. 916), requiring annual reports to be made to the Legislature and transmitted to the Comptroller by the railroad companies of the State, the Easton and Amboy Railroad Company presents the following report for the year ending December 31st, 1890:

Capital stock paid in	$6,000,000 00
Bonded debt	6,000,000 00
Floating debt	470,956 95
Cost of road and equipments	$10,817,160 46

The road extends from Phillipsburg, N. J., to Perth Amboy, N. J., and branches, a distance of sixty-five and ninety-three hundredths miles.

It is leased to the Lehigh Valley Railroad Company at an annual rental of the cost of maintenance, taxes and interest on its bonds.

It is equipped and operated by the Lehigh Valley Railroad Company, and the further information required by law is furnished by that company, and is annexed hereto.

State of Pennsylvania, Philadelphia County, *ss*—John R. Fanshawe, being duly sworn, on his oath says that he is Secretary of the Easton and Amboy Railroad Company, and that the foregoing statement is true and correct, to the best of his knowledge and belief.

JNO. R. FANSHAWE.

Sworn and subscribed before me this 11th day of May, A. D. 1891.

WM. C. ALDERSON,
Commissioner of Deeds for State of New Jersey.

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RECEIPTS AND EXPENSES FOR 1890.

Income from passengers	$118,502 33
Income from freight	1,825,830 56
Income from other sources	15,276 58
Total	$1,959,609 47

Expenditures during the year for working road, including repairs, maintenance of way, motive power and contingencies	$1,451,874 65

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EAST TRENTON RAILROAD COMPANY.

To the Comptroller of the State of New Jersey:

In obedience to a law of the State of New Jersey, approved March 27th, 1874 (Revision, p. 916), requiring annual reports to be made to the Legislature and transmitted to the Comptroller by the railroad companies of the State, the East Trenton Railroad Company presents the following report for the year ending December 31st, 1890:

Capital stock paid in	$48,884 99
Bonded debt—None.	
Floating debt—None.	
Cost of road and equipments	$48,884 99

The road extends from a point in the Trenton Branch of the Delaware and Bound Brook Railroad, near Trenton, to a point in Millham township, Mercer county, a distance of two and fifty-six hundredths miles.

It is equipped and operated by the Philadelphia and Reading Railroad Company, and the further information required by law is furnished by that company, and is included in the operations of the Delaware and Bound Brook Railroad Company.

State of New Jersey, Mercer County, *ss.*—John S. Wise, being duly sworn, on his oath says that he is Secretary and Treasurer of the East Trenton Railroad Company, and that the foregoing statement is true and correct, to the best of his knowledge and belief.

J. S. WISE.

Sworn and subscribed before me this 6th day of March, A. D. 1891.

THEO. C. MAPLE,
Master in Chancery of New Jersey.

Dividends paid during the year 1890—No dividends.

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ELIZABETH EXTENSION RAILROAD COMPANY.

To the Comptroller of the State of New Jersey:

In obedience to a law of the State of New Jersey, approved March 27th, 1874 (Revision, p. 916), requiring annual reports to be made to the Legislature and transmitted to the Comptroller by the railroad companies of the State, the Elizabeth Extension Railroad Company presents the following report for the year ending December 31st, 1890:

Capital stock paid in	$30,000 00
Floating debt	15,042 29
Cost of road and equipments	$45,042 29

Dividends paid during the year 1890, and how paid—None.

The road extends from Elizabethport to New Jersey Jockey Club, a distance of one and sixty-nine hundredths miles.

RECEIPTS AND EXPENSES FOR 1890.

The receipts and expenses for 1890 are included in the receipts and expenses of the Central Railroad of New Jersey; no separate account of same was kept.

State of New York, New York City and County, *ss.*—I. W. Watson, being duly sworn, on his oath says that he is President of the Elizabeth Extension Railroad Company, and that the foregoing statement and the annexed statement of accidents on the said road during the year 1890, are correct and true, to the best of his knowledge and belief.

I. W. WATSON.

Sworn and subscribed before me this 2d day of April, A. D. 1891, at New York City.

BEN. V. D. FISHER,
Master in Chancery of New Jersey.

ACCIDENTS.

Included in the report of the Central Railroad Company of New Jersey, if any.

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ENTERPRISE RAILROAD COMPANY.

To the Comptroller of the State of New Jersey:

In obedience to a law of the State of New Jersey, approved March 27th, 1874 (Revision, p. 916), requiring annual reports to be made to the Legislature and transmitted to the Comptroller by the railroad companies of the State, the Enterprise Railroad Company presents the following report for the year ending December 31st, 1890:

Capital stock paid in	$30,000 00
Bonded debt	15,000 00
Floating debt	115 49
Cost of road and equipments	$45,115 49

The road extends from junction of Delaware and Raritan Canal and Feeder to Mulberry avenue, Millham township, Mercer county, N. J., a distance of about one and one-half miles.

It is operated by the Pennsylvania Railroad Company, lessees, in connection with the Belvidere Delaware Railroad, as a part of the Belvidere Division, and the further information required by law is furnished by that company, and is annexed hereto.

State of Pennsylvania, Philadelphia City and County, *ss.*—W. H. Wilson, being duly sworn, on his oath says that he is President of the Enterprise Railroad Company, and that the foregoing statement is true and correct, to the best of his knowledge and belief.

W. H. WILSON.

Sworn and subscribed before me this 30th day of January, A. D. 1891.

HUGH B. ELY,
Master in Chancery State of New Jersey.

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RECEIPTS AND EXPENSES FOR 1890.

Accounts kept in connection with the Belvidere Delaware Railroad Company; not separate.

Dividends paid during the year 1890, and how paid—None.

ACCIDENTS.

None.

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THE FERRO MONTE RAILROAD COMPANY.

To the Comptroller of the State of New Jersey:

In obedience to a law of the State of New Jersey, approved March 27th, 1874 (Revision, p. 916), requiring annual reports to be made to the Legislature and transmitted to the Comptroller by the railroad companies of the State, the Ferro Monte Railroad Company presents the following report for the year ending December 31st, 1890:

Capital stock paid in	$30,000 00
Cost of road and equipments	$50,309 21

Dividends paid during the year 1890, and how paid—July, 5 per cent.; December, 5 per cent.

The road extends from Vanatta to the Byram mine, a distance of two and fifty-two hundredths miles.

RECEIPTS AND EXPENSES FOR 1890.

Income from freight	$11,000 35
Total	$11,000 35
Expenditures during the year for working road, including repairs, maintenance of way, motive power and contingencies	$6,627 99

State of New Jersey, Morris County, *ss.*—Augustus C. Canfield, being duly sworn, on his oath says that he is Secretary of the Ferro Monte Railroad Company, and that the foregoing statement and the annexed statement of accidents on the said road during the year 1890, are true and correct, to the best of his knowledge and belief.

AUG. C. CANFIELD.

Sworn and subscribed before me this 2d day of February, A. D. 1891.

JOSIAH MEEKER,
Master in Chancery of New Jersey.

ACCIDENTS.

None.

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FREEHOLD AND ATLANTIC HIGHLANDS RAILROAD COMPANY.

To the Comptroller of the State of New Jersey:

In obedience to a law of the State of New Jersey, approved March 27th, 1874 (Revision, p. 916), requiring annual reports to be made to the Legislature and transmitted to the Comptroller by the railroad companies of the State, the Freehold and Atlantic Highlands Railroad Company presents the following report for the year ending December 31st, 1890:

Capital stock paid in	$650,000 00

Cost of road and equipments—The property formerly the Freehold and New York Railroad was bought for $80,000. The cost of the other roads was as stated in their reports heretofore rendered.

Dividends paid during the year 1890, and how paid—None.

The road extends from Freehold to Atlantic Highlands, a distance of twenty-two and eighty-eight hundredths miles, and includes railroads formerly the property of the Atlantic Highlands Railroad Company, the Freehold and New York Railroad Company, the Keyport Railroad Company and the New York and Atlantic Highlands Railroad Company.

RECEIPTS AND EXPENSES FOR 1890.

Income from passengers	$39,550 62
Income from freight	21,978 35
Income from other sources	1,482 85
Total	$63,011 82

Expenditures during the year for working road, including repairs, maintenance of way, motive power and contingencies	$107,388 18

State of New York, New York City and County, *ss.*—Edward D. Adams, being duly sworn, on his oath says that he is President of the Freehold and Atlantic Highlands Railroad Company, and

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that the foregoing statement and the annexed statement of accidents on the said road during the year 1890, are correct and true, to the best of his knowledge and belief.

EDWARD D. ADAMS.

Sworn and subscribed before me this 3d day of April, A. D. 1891, at New York City.

BEN. V. D. FISHER,
Master in Chancery of New Jersey.

ACCIDENTS.

May 16th.—Frank Bills, thumb mashed, coupling cars, Atlantic Highlands (Freehold and Atlantic Highlands Division). Engineer, Wm. Mooney; conductor, A. S. Wooding.

June 21st.—James Craig, hand slightly bruised, coupling cars, Freehold (Freehold and Atlantic Highlands Division). Engineer, P. Gryson; conductor, J. Camp.

July 7th.—Lillie Van Cleaf, fatally injured, fell on tracks while racing with another girl and struck by engine, Matawan. Engineer, M. C. Mooney; conductor, M. L. Farrington.

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FREEHOLD AND JAMESBURG AGRICULTURAL RAILROAD COMPANY.

To the Comptroller of the State of New Jersey:

In obedience to a law of the State of New Jersey, approved March 27th, 1874 (Revision, p. 916), requiring annual reports to be made to the Legislature and transmitted to the Comptroller by the railroad companies of the State, the Freehold and Jamesburg Agricultural Railroad Company presents the following report for the year ending December 31st, 1890:

Capital stock paid in	$295,600 00
Bonded debt	498,600 00
Cost of road	$805,240 77

The road extends from Jamesburg to Sea Girt, a distance of twenty-seven and fifty-four hundredths miles.

It is leased to the Pennsylvania Railroad Company at an annual rental of net receipts in excess of expenses.

It is equipped and operated by the Pennsylvania Railroad Company, and the further information required by law is furnished by that company, and is annexed hereto.

State of Pennsylvania, Philadelphia City and County, *ss.*—W. H. Wilson, being duly sworn, on his oath says that he is President of the Freehold and Jamesburg Agricultural Railroad Company, and that the foregoing statement is true and correct, to the best of his knowledge and belief.

W. H. WILSON.

Sworn and subscribed before me this 31st day of January, A. D. 1891.

HUGH B. ELY,
M. C. C. State of New Jersey.

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RECEIPTS AND EXPENSES FOR 1890.

Income from passengers	$118,788 84
Income from freight	49,569 20
Income from other sources	7,543 66
Total	$175,811 70

Expenditures during the year for working road, including repairs, maintenance of way, motive power and contingencies $144,960 10

Dividends paid during the year 1890, and how paid—One, 3 per cent. in cash.

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THE HIBERNIA MINE RAILROAD COMPANY.

To the Comptroller of the State of New Jersey:

In obedience to a law of the State of New Jersey, approved March 27th, 1874 (Revision, p. 916), requiring annual reports to be made to the Legislature and transmitted to the Comptroller by the railroad companies of the State, the Hibernia Mine Railroad Company presents the following report for the year ending December 31st, 1890:

Capital stock paid in		$200,000 00
Bonded debt—None.		
Floating debt—None.		
Cost of road and equipments		$195,750 41
Dividends paid during the year 1890, and how paid—		
January 10th.—Cash dividend, 2½ per cent	$5,000 00	
July 10th.—Cash dividend, 3 per cent	6,000 00	
		$11,000 00

The road extends from Hibernia, N. J., to Delaware, Lackawanna and Western and Central Railroad Junction, a distance of five and a half miles, besides about one mile of siding.

RECEIPTS AND EXPENSES FOR 1890.

Income from passengers	$1,742 70
Income from freight	19,627 35
Income from other sources	17 78
Total	$21,387 83
Expenditures during the year for working road, including repairs, maintenance of way, motive power and contingencies	$10,390 40

REMARKS.

At date of September 18th, 1890, the railroad company leased its entire property to the Central Railroad of New Jersey, for the term of twenty years from the 1st day of October, 1890.

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State of New Jersey, Morris County, *ss.*—George Richards, being duly sworn, on his oath says that he is President of the Hibernia Mine Railroad Company, and that the foregoing statement and the annexed statement of accidents on the said road during the year 1890, are correct and true, to the best of his knowledge and belief.

GEORGE RICHARDS.

Sworn and subscribed before me this 14th day of February, A. D. 1891.

FREDERICK H. BEACH,
Master in Chancery of New Jersey.

ACCIDENTS.

None.

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HIBERNIA UNDERGROUND RAILROAD COMPANY.

To the Comptroller of the State of New Jersey:

In obedience to a law of the State of New Jersey, approved March 27th, 1874 (Revision, p. 916), requiring annual reports to be made to the Legislature and transmitted to the Comptroller by the railroad companies of the State, the Hibernia Underground Railroad Company presents the following report for the year ending December 31st, 1890:

Capital stock paid in	$100,000 00
Bonded debt—None.	
Floating debt—None.	
Cost of road and equipments	$100,000 00

Dividends paid during the year 1890, and how paid—None.

The road extends from Hibernia Mine Railroad Junction into Hibernia mountains, a distance of one and thirty-one hundredths miles.

RECEIPTS AND EXPENSES FOR 1890.

Income from passengers—None.	
Income from freight	$10,710 28
Income from other sources—None.	
Total	$10,710 28
Expenditures during the year for working road, including repairs, maintenance of way, motive power and contingencies	$17,860 12

State of New Jersey, Morris County, *ss.*—George Richards, being duly sworn, on his oath says that he is President of the Hibernia Underground Railroad Company, and that the foregoing statement and the annexed statement of accidents on the said road during the year 1890, are correct and true, to the best of his knowledge and belief.

GEORGE RICHARDS.

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Sworn and subscribed before me this 14th day of February, A. D. 1891.

FREDERICK H. BEACH,
Master in Chancery of New Jersey.

ACCIDENTS.

None.

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THE HOPATCONG RAILROAD COMPANY.

To the Comptroller of the State of New Jersey:

In obedience to a law of the State of New Jersey, approved March 27th, 1874 (Revision, p. 916), requiring annual reports to be made to the Legislature and transmitted to the Comptroller by the railroad companies of the State, the Hopatcong Railroad Company presents the following report for the year ending December 31st, 1890:

The road extends from Lake Hopatcong to the Delaware, Lackawanna and Western Railroad, a distance of one mile.

REMARKS.

The road is only one mile long and is not completed yet.

State of New York, New York County, *ss.*—Wm. P. Ferguson, being duly sworn, on his oath says that he is President of the Hopatcong Railroad Company, and that the foregoing statement and the annexed statement of accidents on the said road during the year 1890, are correct and true, to the best of his knowledge and belief.

WM. P. FERGUSON,
President.

Sworn and subscribed before me this 19th day of January, A. D. 1891.

E. B. FOWLER,
Notary Public Kings County, N. Y.

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HUDSON AND COMMUNIPAW RAILROAD COMPANY.

To the Comptroller of the State of New Jersey:

In obedience to a law of the State of New Jersey, approved March 27th, 1874 (Revision, p. 916), requiring annual reports to be made to the Legislature and transmitted to the Comptroller by the railroad companies of the State, the Hudson and Communipaw Railroad Company presents the following report for the year ending December 31st, 1890:

Capital stock authorized by certificate	$50,000 00
Capital stock paid in	2,000 00
Floating debt	49 56

Dividends paid during the year 1890, and how paid—None.

The road extends a distance of one mile.

Proceedings to condemn a part of the right of way were commenced in 1884, which have been taken by writ of *certiorari* into the Supreme Court, where they are now pending.

State of New York, New York City and County, *ss.*—John L. Conover, being duly sworn, on his oath says that he is Treasurer of the Hudson and Communipaw Railroad Company, and that the foregoing statement and the annexed statement of accidents on the said road during the year 1890, are correct and true, to the best of his knowledge and belief.

JOHN L. CONOVER.

Sworn and subscribed before me this 2d day of April, A. D. 1891, at New York City.

BEN. V. D. FISHER,
Master in Chancery of New Jersey.

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JERSEY CITY AND BAYONNE RAILROAD COMPANY.

To the Comptroller of the State of New Jersey:

In obedience to a law of the State of New Jersey, approved March 27th, 1874 (Revision, p. 916), requiring annual reports to be made to the Legislature and transmitted to the Comptroller by the railroad companies of the State, the Jersey City and Bayonne Railroad Company presents the following report for the year ending December 31st, 1890:

Capital stock paid in	$13,500 00
Floating debt	1,195 52

Dividends paid during the year 1890, and how paid—None paid.

The road, as projected, is to extend from Jersey City, N. J., to Bayonne City, N. J., a distance of five miles.

REMARKS.

Road not constructed.

State of New York, New York County, *ss.*—Chauncey M. Depew, being duly sworn, on his oath says that he is President of the Jersey City and Bayonne Railroad Company, and that the foregoing statement is correct and true, to the best of his knowledge and belief.

CHAUNCEY M. DEPEW.

Sworn and subscribed before me this 6th day of January, A. D. 1891.

H. C. DUVAL,
Notary Public Kings County.

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JERSEY CITY AND BERGEN RAILROAD COMPANY.

To the Comptroller of the State of New Jersey:

In obedience to a law of the State of New Jersey, approved March 27th, 1874 (Revision, p. 916), requiring annual reports to be made to the Legislature and transmitted to the Comptroller by the railroad companies of the State, the Jersey City and Bergen Railroad Company presents the following report for the year ending December 31st, 1890:

Capital stock paid in	$870,000 00
Bonded debt	258,000 00
Floating debt—None.	
Cost of road and equipments	$1,064,846 94
Dividends paid during the year 1890, and how paid—	
June 30th, 1890, 5 per cent. in cash on $600,000	$30,000 00
June 30th, 1890, 20 per cent. in stock on $600,000	120,000 00
December 31st, 1890, 5 per cent. in cash on $719,200	35,960 00

The road extends from Jersey City Ferry to Bergen Point, with branches, a distance of about thirty miles, single track.

RECEIPTS AND EXPENSES FOR 1890.

Income from passengers	$534,966 05
Income from other sources	3,549 04
Total	$538,515 09
Expenditures during the year for working road, including repairs, maintenance of way, motive power and contingencies	$419,905 65

State of New Jersey, Hudson County, *ss.*—Charles B. Thurston, being duly sworn, on his oath says that he is President of the Jersey City and Bergen Railroad Company, and that the foregoing statement and the annexed statement of accidents on the said road during the year 1890, are correct and true, to the best of his knowledge and belief.

C. B. THURSTON.

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Sworn and subscribed before me this 30th day of January, A. D. 1891.

WM. BRINKERHOFF,
Master in Chancery of New Jersey.

ACCIDENTS.

January 17th.—Willie Anderson, run over by horse belonging to company, breaking bone in right hand and injuring right hip.

January 22d.—Frederick Stucky, age ten, run over by truck while jumping off of Erie street car, on which he was stealing a ride. Driver, C. J. Hoffman.

January 29th.—Maurice Enright, age thirty-five, had thumb dislocated while getting on Greenville car; he was under the influence of liquor at the time. Conductor, D. Dunston.

February 15th—Patrick Fitzpatrick claimed to have been injured while being put off of Pacific avenue car for not paying his fare. Conductor, W. Lewis.

March 28th—Louis Heepp, age sixty-five, slightly injured by falling on the street after he had jumped from the rear platform of a Montgomery street car while it was in motion. John Coyne, conductor.

April 11th.—Bernard Concannon, injured about back and hips by Pacific avenue car, while in the act of crossing over hole between the tracks, while he was standing in the hole. Conductor, John Stanton; driver, Philip Slavin.

May 1st.—An unknown man fell off Greenville car while it was in the act of starting up; he was seated on rear platform. Conductor, Rudolph Schwabs.

May 7th.—Arthur Smith, age twenty-six, was slightly injured by falling on the stones in the street, in trying to catch a Greenville car, after having been put off. Conductor, Henry P. Wulf; driver, Edmund Strubel.

May 31st.—Theo. Combes claims injuries to himself and wagon,

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caused by being run into by a Bergen Point jigger, on Avenue C. driver, Robert Chaffer.

June 30th.—Mamie Knight, a child of about two years of age, was injured in the right foot by being run over by a Hudson City car on Montgomery and Greene streets. Conductor, Ernest Cook; driver, Philip Slavin.

July 30th.—John Downs, injured by being run into by Erie street car at corner of Jersey avenue and Sixth street while driving a coach. Driver, L. F. Charlewood.

August 3d.—Unknown man, was supposed to have been injured by falling off of Greenville open car while in motion at the corner of Grand street and Pacific avenue; he was intoxicated. Conductor, Jos. Bailey; driver, Geo. Bruckan.

August 21st.—Herbert Fonda, age forty, was slightly injured about the legs by falling after jumping off of Greenville car at the corner of Grand and Grove streets. Conductor, Chas. O. Bennet.

October 6th.—Chas. Fanon, age forty-two, was injured by being struck by a Hudson City car while he was allowing a passenger to get off of a Pacific avenue car near Newark avenue and Erie street, Conductor, M. Mortensen; driver, John Kelleher.

October 13th.—Robert Cook was injured, also his horse, by being run into by two of the electric motors on Montgomery street near Vanderbeek's stables. Motormen, Geo. Giesler and J. Kennedy.

November 13th.—Dominick Anchidam was injured on the right leg so much that amputation was necessary, by falling under the wheels of a Bayonne car; he jumped off the front platform. Driver, Timothy Shay.

November 15th.—John H. Weastell's horse killed and wagon damaged, being run into by one of the motors on Montgomery street; the night was very foggy. Motorman, Patrick Murphy.

November 22d.—Coach owned by Edward Hope was run into by one of the motors near the carriage factory; the horses took fright at the motor and turned in front of it; the horses attached to the

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coach, after it had been struck, started to run away, dragging the coach on its side, and injuring its occupants. Motorman, Patrick Murphy.

November 26th.—John Kerwin was slightly injured about the hands while on a Pacific avenue car, by falling off of the car while it was coming down the hill. Conductor, Chas. Tiers; driver, Andrew Scott.

December 5th.—Unknown woman, about sixty years of age, was pushed aside from a Greenville car near Grand and Barrow streets; the woman was crossing from the south side and stopped close to the tracks. Conductor, Rudolph Schwabs; driver, William Coon.

December 18th.—Ownen McGovern was slightly injured about the foot by being knocked down by a team attached to an Erie street car; he was crossing the street to catch a Hudson City car. Conductor, J. McKeon; driver, Richard Hunterman.

December 27th.—A. C. Miller was somewhat injured by falling off of a Lafayette car; he was standing on the rear platform and it was thought he had a fit. Driver, Louis Miller.

December 31st.—William H. Guinan, age forty-four, was fatally injured by falling off of a Hudson City car on Newark avenue near Sixth street; he was a little under the influence of liquor and made a misstep off of the rear platform; he died sixty hours after the accident. Conductor, Michael Sharkey.

December 31st.—John Smith was injured by being struck by a down motor while jumping off of an up car; only slightly injured. Conductor, Patrick Sherry; motorman, John Kennedy.

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JERSEY CITY, NEWARK AND WESTERN RAILWAY COMPANY.

To the Comptroller of the State of New Jersey:

In obedience to a law of the State of New Jersey, approved March 27th, 1874 (Revision, p. 916), requiring annual reports to be made to the Legislature and transmitted to the Comptroller by the railroad companies of the State, the Jersey City, Newark and Western Railway Company presents the following report for the year ending December 31st, 1890:

Capital stock paid in	$16,000 00
Bonded debt—None.	
Floating debt	907,133 42
Cost of road	$923,133 32

Dividends paid during the year 1890, and how paid—None.

REMARKS.

This road is in process of construction and is to extend from a point in lands of National Storage Company, in Jersey City, N. J., to a point in Pennsylvania avenue, between Concord and Guilford streets, Newark, N. J. Length, seven and three-quarters miles.

State of Pennsylvania, Philadelphia County, *ss.*—David G. Baird, being duly sworn, on his oath says that he is Secretary and Treasurer of the Jersey City, Newark and Western Railway Company, and that the foregoing statement and the annexed statement of accidents on the said road during the year 1890, are correct and true, to the best of his knowledge and belief.

D. G. BAIRD,
Secretary and Treasurer.

Sworn and subscribed before me this 11th day of May, A. D. 1891.

WM. C. ALDERSON,
Commissioner of Deeds for the State of New Jersey.

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JERSEY CITY TERMINAL RAILWAY COMPANY.

To the Comptroller of the State of New Jersey:

In obedience to a law of the State of New Jersey, approved March 27th, 1874 (Revision, p. 916), requiring annual reports to be made to the Legislature and transmitted to the Comptroller by the railroad companies of the State, the Jersey City Terminal Railway Company presents the following report for the year ending December 31st, 1890:

Capital stock paid in	$20,000 00
Bonded debt—None.	
Floating debt	1,512,863 40
Cost of road	$1,532,863 40

Dividends paid during the year 1890, and how paid—None.

REMARKS.

This road extends from a point in the Central Railroad of New Jersey, near the bridge of the National Docks Railway Company in Jersey City, N. J., to the Hudson river. Length, one and one-third miles.

It is maintained and operated as a part of the Easton and Amboy Railroad, and the receipts and expenses are included in those of the Easton and Amboy Railroad Company, no separate accounts being kept.

State of Pennsylvania, Philadelphia County, *ss.*—David G. Baird, being duly sworn, on his oath says that he is Secretary and Treasurer of the Jersey City Terminal Railway Company, and that the foregoing statement and the annexed statement of accidents on the said road during the year 1890, are correct and true, to the best of his knowledge and belief.

D. G. BAIRD.
Secretary and Treasurer.

Sworn and subscribed before me this 11th day of May, A. D. 1891.

WM. C. ALDERSON,
Commissioner of Deeds for the State of New Jersey.

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JERSEY CITY AND WESTERN RAILWAY COMPANY.

To the Comptroller of the State of New Jersey:

In obedience to a law of the State of New Jersey, approved March 27th, 1874 (Revision, p. 916), requiring annual reports to be made to the Legislature and transmitted to the Comptroller by the railroad companies of the State, the Jersey City and Western Railway Company presents the following report for the year ending December 31st, 1890:

Capital stock paid in	$14,000 00
Bonded debt—None.	
Floating debt	44,874 06
Cost of road	$58,874 06

Dividends paid during the year 1890, and how paid—None.

REMARKS.

This road is not yet completed, but is intended to be constructed from a point in the westerly line of Communipaw, in Jersey City, N. J., to a point in Avenue F, between Astor and Murray streets, Newark, N. J., and is to be six and three-fourths miles in length.

State of Pennsylvania, Philadelphia County, *ss.*—David G. Baird, being duly sworn, on his oath says that he is Secretary and Treasurer of the Jersey City and Western Railway Company, and that the foregoing statement and the annexed statement of accidents on the said road during the year 1890, are correct and true, to the best of his knowledge and belief.

D. G. BAIRD,
Secretary and Treasurer.

Sworn and subscribed before me this 11th day of May, A. D. 1891.

WM. C. ALDERSON,
Commissioner of Deeds for the State of New Jersey.

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LAFAYETTE RAILROAD COMPANY.

To the Comptroller of the State of New Jersey:

In obedience to a law of the State of New Jersey, approved March 27th, 1874 (Revision, p. 916), requiring annual reports to be made to the Legislature and transmitted to the Comptroller by the railroad companies of the State, the Lafayette Railroad Company presents the following report for the year ending December 31st, 1890:

Capital stock	$2,000 00
Floating debt	18,771 79
Cost of road and equipments	$20,771 79

Dividends paid during the year 1890, and how paid—None.

The road extends from Lafayette to Griffin Iron Works, a distance of thirty-one hundredths miles.

RECEIPTS AND EXPENSES FOR 1890.

The receipts and expenses for 1890 are included in the receipts and expenses of the Central Railroad Company of New Jersey, and no separate account of same was kept.

REMARKS.

This road was incorporated for a distance of one-half mile, to Passaic Zinc Works, and was opened for business November 1st, 1890.

State of New York, New York City and County, *ss.*—I. W. Watson, being duly sworn, on his oath says that he is President of the Lafayette Railroad Company, and that the foregoing statement and the annexed statement of accidents on the said road during the year 1890, are correct and true, to the best of his knowledge and belief.

I. W. WATSON.

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Sworn and subscribed before me this 3d day of April, A. D. 1891, at New York City.

BEN. V. D. FISHER,
Master in Chancery of New Jersey.

ACCIDENTS.

Included in the report of the Central Railroad Company of New Jersey, if any.

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THE LEHIGH AND HUDSON RIVER RAILWAY COMPANY

To the Comptroller of the State of New Jersey:

In obedience to a law of the State of New Jersey, approved March 27th, 1874 (Revision, p. 916), requiring annual reports to be made to the Legislature and transmitted to the Comptroller by the railroad companies of the State, the Lehigh and Hudson River Railway Company presents the following report for the year ending December 31st, 1890:

Capital stock paid in	$1,100,000 00
Bonded debt	1,149,187 00
Floating debt	186,432 00
Cost of road and equipments	$2,435,619 00

The road extends from Belvidere, N. J., to Greycourt, N. Y., a distance of sixty-three and twenty-hundredths miles. From Belvidere to State line, N. Y., is a distance of forty-six and eighty-four hundredths miles.

RECEIPTS AND EXPENSES FOR 1890.

Income from passengers	$10,780 39
Income from freight	215,222 66
Income from other sources	13,181 99
Total	$239,185 04
Expenditures during the year for working road, including repairs, maintenance of way, motive power and contingencies	$161,398 82

REMARKS.

The road extends from Belvidere to Greycourt, sixty-three and twenty-hundredths miles. We have trackage rights over Pennsylvania Railroad, Belvidere, N. J., to Phillipsburg, N. J., fourteen miles. From New York State line to Belvidere is forty-six and

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eighty-four hundredths miles. This report covers the proportions in State of New Jersey only.

State of New York, Orange County, *ss.*—Jno. Sayer, being duly sworn, on his oath says that he is Treasurer of the Lehigh and Hudson River Railway Company, and that the foregoing statement and the annexed statement of accidents on the said road during the year 1890, are correct and true, to the best of his knowledge and belief.

JNO. SAYER.

Sworn and subscribed before me this 14th day of February, A. D. 1891.

F. V. SANFORD,
A Commissioner for the State of New Jersey.

ACCIDENTS.

January 20th.—Lewis Ashley, brakeman, killed, coupling engine to cars at Great Meadows, N. J.

July 16th.—Daniel Diffily, conductor, fatally injured, leaning out cab window, struck box-car standing on siding at Oxford, N. J.

November 18th.—Edward Hovey, trackman, killed, train 16 backing against some cars he was trying to move at Allamuchy, N. J.

March 20th.—John Morris, brakeman, finger mashed, coupling cars at Oxford, N. J.

April 15th.—Chas. Winfried, brakeman, finger mashed, coupling cars at Vernon, N. J.

April 18th.—Warren Sisco, brakeman, fell from train at Monroe, N. J., slightly bruised, no bones broken.

August 7th.—W. N. Pittenger, brakeman, one finger broken and one mashed, coupling cars at Franklin Junction.

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LODI BRANCH RAILROAD COMPANY.

To the Comptroller of the State of New Jersey:

In obedience to a law of the State of New Jersey, approved March 27th, 1874 (Revision, p. 916), requiring annual reports to be made to the Legislature and transmitted to the Comptroller by the railroad companies of the State, the Lodi Branch Railroad Company presents the following report for the year ending December 31st, 1890:

Capital stock issued	$60,000 00
Bonded debt—None.	
Floating debt—None.	
Cost of road and equipments	$60,000 00

The road extends from Lodi, Bergen county, to Lodi Junction, a distance of one and three-quarters miles.

It is leased to the New York, Susquehanna and Western Railroad Company at an annual rental of $600 and taxes.

The particulars of the operations and expenditures have been kept as part of the general accounts of that company, and cannot be more particularly specified.

It is equipped and operated by the New York, Susquehanna and Western Railroad Company, and the further information required by law is furnished by that company, and is annexed hereto.

State of New York, New York County, *ss.*—John P. Rafferty, being duly sworn, on his oath says that he is Treasurer of the Lodi Branch Railroad Company, and that the foregoing statement is true and correct, to the best of his knowledge and belief.

J. P. RAFFERTY.

Sworn and subscribed before me this 11th day of February, A. D. 1891.

RICHD. C. SHIMEALL,
Notary Public for Kings County.

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ACCIDENTS.

None.

State of New York, County of New York, *ss.*—Simon Borg, the President of the New York, Susquehanna and Western Railroad Company, being duly sworn, says that the accounts of the operations and expenditures of the Lodi Branch Railroad Company are merged in the general accounts of the New York, Susquehanna and Western Railroad Company, and that the foregoing statement of accidents occurring on the Lodi Branch Railroad Company during the year ending December 31st, 1890, is correct and true, to the best of his knowledge, information and belief.

SIMON BORG,
President.

Subscribed and sworn before me this 11th day of February, A. D. 1891.

RICHD. C. SHIMEALL,
Notary Public for Kings County.

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LONG BEACH RAILROAD COMPANY.

To the Comptroller of the State of New Jersey:

In obedience to a law of the State of New Jersey, approved March 27th, 1874 (Revision, p. 916), requiring annual reports to be made to the Legislature and transmitted to the Comptroller by the railroad companies of the State, the Long Beach Railroad Company presents the following report for the year ending December 31st, 1890:

Capital stock paid in	$253,000 00
Cost of road and equipments	$255,560 27

The road extends from Manahawkin to Barnegat City, and from Beach Haven to end of Burlington county, a distance of twenty-three miles.

It is leased to the Pennsylvania Railroad Company at an annual rental of excess of earnings over expenses.

State of New Jersey, Camden County, *ss.*—W. J. Sewell, being duly sworn, on his oath says that he is President of the Long Beach Railroad Company, and that the foregoing statement is true and correct, to the best of his knowledge and belief.

W. J. SEWELL,
President.

Sworn and subscribed before me this 2d day of February, A. D. 1891.

HUGH B. ELY,
M. C. C. State of New Jersey.

RECEIPTS AND EXPENSES FOR 1890.

Income from passengers	$7,566 44
Income from freight	1,838 71
Income from other sources	1,363 87
Total	$10,769 02
Expenditures during the year for working road, including repairs, maintenance of way, motive power and contingencies	$23,907 30

Dividends paid during the year 1890, and how paid—None.

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THE LONG DOCK COMPANY.

To the Comptroller of the State of New Jersey:

In obedience to a law of the State of New Jersey, approved March 27th, 1874 (Revision, p. 916), requiring annual reports to be made to the Legislature and transmitted to the Comptroller by the railroad companies of the State, the Long Dock Company, presents the following report for the year ending December 31st, 1890:

Capital stock paid in	$800,000 00
Bonded debt	7,500,000 00
Floating debt—None.	
Cost of road, principally expended in construction of Bergen tunnel..	$1,177,272 87

The road extends from a point two hundred and ten feet north of the center line of Seventeenth street, in Jersey City, to intersection with the Paterson and Hudson River Railroad, a distance of about half a mile.

It is leased to the New York, Lake Erie and Western Railroad Company at an annual rental of $480,000, including also all other property of the Long Dock Company. The accounts of its operations are not kept distinct from the general accounts of the lessee company.

It is equipped and operated by the New York, Lake Erie and Western Railroad Company, and the further information required by law is furnished by that company, and is annexed hereto.

FREDERIC B. JENNINGS,
President.

State of New York, New York City and County, *ss.*—Frederic B. Jennings, being duly sworn, on his oath says that he is President of the Long Dock Company, and that the foregoing statement is true and correct, to the best of his knowledge and belief.

FREDERIC B. JENNINGS.

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Sworn and subscribed before me this 13th day of April, A. D. 1891.

GEO. E. GRANT,
Notary Public New York City and County.

Dividends paid during the year 1890, and how paid—None.

State of New York, City and County of New York, *ss*—Augustus R. Macdonough, the Secretary of the New York, Lake Erie and Western Railroad Company, being duly sworn, says that the accompanying statement of accidents occurring during the year ending December 31st, 1890, on the Long Dock Railroad, is true, to the best of his knowledge, information and belief.

AUG. R. MACDONOUGH.

Subscribed and sworn before me this 13th day of April, A. D. 1891.

GEO. E. GRANT,
Notary Public New York City and County.

ACCIDENTS.

There are no accidents to report during 1890 on this road.

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MACOPIN RAILROAD COMPANY.

To the Comptroller of the State of New Jersey:

In obedience to a law of the State of New Jersey, approved March 27th, 1874 (Revision, p. 916), requiring annual reports to be made to the Legislature and transmitted to the Comptroller by the railroad companies of the State, the Macopin Railroad Company presents the following report for the year ending December 31st, 1890:

Capital stock paid in	$60,000 00
Bonded debt—None.	
Floating debt—None.	
Cost of road and equipments	$60,000 00

The road extends from Macopin Lake, Passaic county, N. J., to a connection with the New York, Susquehanna and Western Railroad Company, near Charlotteburgh, N. J., a distance of one and one-half miles.

It is operated by the New York, Susquehanna and Western Railroad Company, and the particulars of operations and expenditures have been kept as a part of the general accounts of that company, and cannot be more particularly specified.

It is equipped by the New York, Susquehanna and Western Railroad Company, and the further information required by law is furnished by that company, and is annexed hereto.

State of New York, New York County, *ss.*—John R. Bartlett, being duly sworn, on his oath says that he is Treasurer of the Macopin Railroad Company, and that the foregoing statement is true and correct, to the best of his knowledge and belief.

JOHN R. BARTLETT.

Sworn and subscribed before me this 13th day of February, A. D. 1891.

HENRY J. ANDREWS,
Notary Public New York County.

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ACCIDENTS.

None.

State of New York, New York County, *ss.*—John P. Rafferty, the Second Vice President of the New York, Susquehanna and Western Railroad Company, being duly sworn, says that the accounts of operations and expenditures of the Macopin Railroad Company are merged in the general accounts of the New York, Susquehanna and Western Railroad Company, and that the foregoing statement of accidents occurring on the Macopin Railroad during the year ending December 31st, 1890, is correct and true, to the best of his knowledge, information and belief.

J. P. RAFFERTY.

Sworn and subscribed before me this 14th day of February, A. D. 1891.

RICHARD C. SHIMEALL,
Notary Public Kings County, N. Y.

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MAYS LANDING AND EGG HARBOR CITY RAILROAD COMPANY.

To the Comptroller of the State of New Jersey:

In obedience to a law of the State of New Jersey, approved March 27th, 1874 (Revision, p. 916), requiring annual reports to be made to the Legislature and transmitted to the Comptrolier by the railroad companies of the State, the Mays Landing and Egg Harbor City Railroad Company presents the following report for the year ending December 31st, 1890:

Capital stock paid in	$32,500 00
Bonded debt	37,500 00
Cost of road and equipments	$70,000 00
Dividends paid during the year 1890, and how paid—	
Paid in cash, on application, to stockholders, after deducting interest on bonded indebtedness	$2,175 00

The road extends from Mays Landing to Egg Harbor City, a distance of seven miles.

RECEIPTS AND EXPENSES FOR 1890.

Expenditures during the year for working road, including repairs, maintenance of way, motive power and contingencies; rental by suit	$4,800 00

State of New Jersey, Mercer County, *ss.*—J. E. P. Abbott, being duly sworn, on his oath says that he is President of the Mays Landing and Egg Harbor City Railroad Company, and that the foregoing statement of the said road during the year 1890 is correct and true, to the best of his knowledge and belief.

J. E. P. ABBOTT.

Sworn and subscribed before me this 12th day of May, A. D. 1891.

C. B. COGILL, JR.,
Notary Public of New Jersey.

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MANUFACTURERS EXTENSION RAILROAD COMPANY.

To the Comptroller of the State of New Jersey:

In obedience to a law of the State of New Jersey, approved March 27th, 1874 (Revision, p. 916), requiring annual reports to be made to the Legislature and transmitted to the Comptroller by the railroad companies of the State, the Manufacturers Extension Railroad Company presents the following report for the year ending December 31st, 1890:

Capital stock paid in	$53,700 00
Cost of road and equipments	$53,700 00

Dividends paid during the year 1890, and how paid—None.

The road extends from Albert street to Mapes' works, a distance of one and eleven-hundredths miles.

RECEIPTS AND EXPENSES FOR 1890.

The receipts and expenses for 1890 are included in the receipts and expenses of the Central Railroad of New Jersey; no separate account of same was kept.

State of New York, New York City and County, *ss.*—J. R. Maxwell, being duly sworn, on his oath says that he is President of the Manufacturers Extension Railroad Company, and that the foregoing statement, and the annexed statement of accidents on the said road during the year 1890, are correct and true, to the best of his knowledge and belief. J. R. MAXWELL.

Sworn and subscribed before me this 2d day of April, A. D. 1891, at New York City. BEN. V. D. FISHER,
Master in Chancery of New Jersey.

ACCIDENTS.

Included in the report of the Central Railroad Company of New Jersey, if any.

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MARTIN'S CREEK RAILWAY COMPANY.

To the Comptroller of the State of New Jersey:

In obedience to a law of the State of New Jersey, approved March 27th, 1874 (Revision, p. 916), requiring annual reports to be made to the Legislature and transmitted to the Comptroller by the railroad companies of the State, the Martin's Creek Railway Company presents the following report for the year ending December 31st, 1890.

Capital stock paid in	$23,000 00
Cost of road and equipments	$28,000 00

The road extends from a point on the Belvidere Delaware Railroad at or near Martin's Creek station to a point in the Delaware river in the dividing line between the States of New Jersey and Pennsylvania.

It is operated by the Pennsylvania Railroad Company, lessees, in connection with the Belvidere Delaware Railroad, as a part of the Belvidere Division, and the further information required by law is furnished by that company, and is annexed hereto.

State of Pennsylvania, Philadelphia City and County, *ss.*—W. H. Wilson, being duly sworn, on his oath says that he is President of the Martin's Creek Railway Company, and that the foregoing statement is true and correct, to the best of his knowledge and belief.

W. H. WILSON.

Sworn and subscribed before me this 30th day of January, A. D. 1891.

HUGH B. ELY,
M. M. C. State of New Jersey.

RECEIPTS AND EXPENSES FOR 1890.

Accounts are kept in connection with the Belvidere Delaware Railroad Company, not separate.

Dividends paid during the year 1890, and how paid—None.

ACCIDENTS.

None.

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MIDDLESEX RAILWAY COMPANY.

To the Comptroller of the State of New Jersey:

In obedience to a law of the State of New Jersey, approved March 27th, 1874 (Revision, p. 916), requiring annual reports to be made to the Legislature and transmitted to the Comptroller by the railroad companies of the State, the Middlesex Railway Company presents the following report for the year ending December 31st, 1890:

Capital stock paid in	$1,000 00
Bonded debt—None.	
Floating debt	3,087 19
Cost of road	$4,087 19

Dividends paid during the year 1890, and how paid—None.

The road extends from a point in a side track of the Easton and Amboy Railroad, in Perth Amboy, N. J., to a point in the northern line of Washington street, in said city, a distance of about one thousand eight hundred feet.

REMARKS.

This road is maintained and operated as a part of the Easton and Amboy Railroad, and the receipts and expenses are included in those of that company, no separate account being kept.

State of Pennsylvania, Philadelphia County, *ss.*—David G. Baird, being duly sworn, on his oath says that he is Secretary and Treasurer of the Middlesex Railway Company, and that the foregoing statement and the annexed statement of accidents on the said road during the year 1890, are correct and true, to the best of his knowledge and belief.

D. G. BAIRD,
Secretary and Treasurer.

Sworn and subscribed before me this 11th day of May, A. D. 1891.

WM. C. ALDERSON,
Commissioner of Deeds for State of New Jersey.

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THE MILL CREEK AND HUDSON RIVER RAILWAY COMPANY.

To the Comptroller of the State of New Jersey:

In obedience to a law of the State of New Jersey, approved March 27th, 1874 (Revision, p. 916), requiring annual reports to be made to the Legislature and transmitted to the Comptroller by the railroad companies of the State, the Mill Creek and Hudson River Railway Company presents the following report for the year ending December 31st, 1890:

Capital stock paid in	$10,000 00

Bonded debt—None.
Floating debt—None.

Dividends paid during the year 1890, and how paid—None.

The road is unbuilt.

RECEIPTS AND EXPENSES FOR 1890.

Income from passengers—None.	
Income from freight—None.	
Income from other sources, interest on deposit account	$3 64
Total	$3 64

Expenditures during the year for working road, including repairs, maintenance of way, motive power and contingencies—None.

REMARKS.

The charter of this company lapsed on August 24th, 1890, by reason of non-completion of the company's railroad within the statutory period; and on February 16th, 1891, it filed in the office of the Secretary of State a notice in writing of the abandonment by it of its route or distance of railroad, under the provisions of an act of the Senate and General Assembly approved April 23d, 1888, entitled "A supplement to an act entitled 'An act to authorize the

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formation of railroad corporations and regulate the same,' approved April 2d, 1873."

State of Pennsylvania, Philadelphia County, *ss.*—F. Herbert Janvier, being duly sworn, on his oath says that he is the late Secretary of the Mill Creek and Hudson River Railway Company, and that the foregoing statement and the annexed statement of accidents on the said road during the year 1890, are correct and true, to the best of his knowledge and belief.

F. H. JANVIER.

Sworn and subscribed before me this 8th day of May, A. D. 1891.

THOMAS L. J. HODGE,
Commissioner for New Jersey.

ACCIDENTS.

None.

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MILLSTONE AND NEW BRUNSWICK RAILROAD COMPANY.

To the Comptroller of the State of New Jersey:

In obedience to a law of the State of New Jersey, approved March 27th, 1874 (Revision, p. 916), requiring annual reports to be made to the Legislature and transmitted to the Comptroller by the railroad companies of the State, the Millstone and New Brunswick Railroad Company presents the following report for the year ending December 31st, 1890:

Capital stock paid in	$95,750 00
Bonded debt—None.	
Floating debt	17,654 42
Cost of road	$95,750 00

The road extends from New Brunswick, N. J., to East Millstone, N. J., a distance of six and sixty-five hundredths miles.

It is operated by the Pennsylvania Railroad Company, under a temporary arrangement, without any written contract, the latter company paying all expenses and charging the deficiency in net receipts to the former company.

It is equipped and operated by the Pennsylvania Railroad Company, and the further information required by law is furnished by that company, and is annexed hereto.

State of Pennsylvania, Philadelphia City and County, *ss.*—W. H. Wilson, being duly sworn, on his oath says that he is President of the Millstone and New Brunswick Railroad Company, and that the foregoing statement is true and correct, to the best of his knowledge and belief.

W. H. WILSON.

Sworn and subscribed before me this 29th day of January, A. D. 1891.

HUGH B. ELY,
Master Court of Chancery State of New Jersey.

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RECEIPTS AND EXPENSES FOR 1890.

Income from passengers	$5,330 73
Income from freight	2,678 26
Income from other sources	1,854 94
Total	$9,863 93

Expenditures during the year for working road, including repairs, maintenance of way, motive power and contingencies $18,401 81

Dividends paid during the year 1890, and how paid—None.

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MORRIS AND ESSEX RAILROAD COMPANY.

To the Comptroller of the State of New Jersey:

In obedience to a law of the State of New Jersey, approved March 27th, 1874 (Revision, p. 916), requiring annual reports to be made to the Legislature and transmitted to the Comptroller by the railroad companies of the State, the Morris and Essex Railroad Company presents the following report for the year ending December 31st, 1890:

Capital stock paid in	$15,000,000 00
Bonded debt	24,974,000 00
Cost of road and equipments	$38,982,743 51

The road extends from Hoboken to Phillipsburg, with Boonton Branch additional, a distance of one hundred and nineteen and eighty-five hundredths miles.

It is leased to the Delaware, Lackawanna and Western Railroad Company, at an annual rental of seven per cent. on its stock and interest on its bonds.

It is operated by the Delaware, Lackawanna and Western Railroad Company, lessee, and the further information required by law is furnished by that company, and is annexed hereto.

State of New York, New York County, *ss.*—Frederick H. Gibbens, being duly sworn, on his oath says that he is Treasurer of the Morris and Essex Railroad Company, and that the foregoing statement is true and correct, to the best of his knowledge and belief.

FRED. H. GIBBENS.

Sworn and subscribed before me this 10th day of February, A. D. 1891.

LUDWIG R. MILLER,
Commissioner for the State of New Jersey in New York.

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RECEIPTS AND EXPENSES FOR 1890.

Income from passengers	$1,748,772 24
Income from freight	2,991,265 66
Income from other sources	457,601 31
Total	$5,197,639 21

Expenditures during the year for working road, including repairs, maintenance of way, motive power and contingencies $3,531,725 94

Dividends paid during the year 1890, and how paid—$1,050,000 directly to stockholders by lessee.

ACCIDENTS.

January 2d.—James Kennedy, tramp, climbing on train. Toes crushed.

January 6th.—Patrick Corcoran, walking too near track. Killed.

January 7th.—Unknown, lying on track. Killed.

January 7th.—Patrick Moore, United States soldier, fell off train platform. Bruised.

January 14th.—H. C. Hiler, brakeman, coupling. Hand bruised.

January 14th.—I. Sigler, crossing track in carriage. Cut and bruised.

January 16th.—Unknown, stealing ride, fell under wheels. Killed.

January 16th.—Unknown, stealing ride, fell under wheels. Killed.

January 22d.—J. F. Bowman, brakeman, coupling. Finger crushed.

January 24th.—Jacob Stein, brakeman, coupling. Head injured.

January 25th.—Dudley Ingram, walking on track. Killed.

January 25th.—Stewart W. Lee, brakeman, caught between cars. Bruised.

January 29th.—Frederick Steiger, brakeman, coupling. Leg broken.

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January 29th.—James Kernan, brakeman, coupling. Thumb crushed.

February 6th.—Ludwig Voight, walking on track. Killed.

February 13th.—Samuel E. Anderson, brakeman, coupling. Leg amputated.

February 19th.—George L. Stevens, brakeman, applying brake, fell under car. Leg crushed.

February 21st.—J. H. Clark, conductor, coupling. Hand crushed.

February 25th.—Geo. Rounsaville, brakeman, coupling. Fingers broken.

February 27th.—Dennis Hickey, brakeman, coupling. Fingers crushed.

March 3d.—Salvidore Matoria, laborer, struck by train. Cut and bruised.

March 3d.—C. P. Carr, brakeman, coupling. Thumb crushed.

March 5th.—C. Turner, gateman, walking on track. Killed.

March 8th.—Alfred W. Kinney, brakeman, climbing on train. Leg hurt.

March 10th.—William Cullen, boy, fell off box-car, run over. Killed.

March 14th.—Edward Wear, brakeman, coupling. Thumb crushed.

March 21st.—Robert Kearns, brakeman, climbing on moving train. Foot hurt.

March 24th.—John Barshow, brakeman, coupling. Hand crushed.

March 25th.—Alex. Smith, brakeman, coupling. Arm crushed.

April 7th.—James Faulkner, boy, climbing on moving train, leg crushed. Died.

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April 10th.—Stewart Stanford, brakeman, coupling. Finger crushed.

April 11th.—Otto Coates, boy, crossing track. Killed.

April 14th.—Reuben Messenger, brakeman, coupling. Finger amputated.

April 17th.—Bernard Carroll, crossing track. Killed.

April 22d.—Martin Burke, run over. Killed.

April 28th.—George Terwilliger, walking on track. Killed.

May 2d.—Howard Rapp, brakeman, coupling. Arm bruised.

May 2d.—Michael Trainor, laborer, struck by engine. Back bruised.

May 6th.—Amos Ackerman, brakeman, struck by brake on coal car. Finger crushed.

May 8th.—George Raber, brakeman, switch lever caught hand. Thumb crushed.

May 9th.—John Jagensky, laborer, climbing on train, leg crushed. Died.

May 12th.—William Cook, climbing on train. Foot crushed.

May 14th.—John W. Foster, walking on track. Arm crushed.

May 14th.—Frank Search, brakeman, fell from car, run over. Killed.

May 22d.—Stephen Parker, brakeman, coupling. Killed

May 25th.—Morris Wright, brakeman, coupling. Thumb crushed.

May 27th.—Joseph Benock, laborer, foot caught in frog. Foot bruised.

May 28th.—Bryant Trowbridge, brakeman, applying brake, fell off. Bruised.

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May 30th.—Alfred W. Kinney, brakeman, coupling. Shoulder bruised.

June 4th.—J. W. Quick, climbing on train, leg crushed. Died.

June 5th.—J. Praster, brakeman, coupling. Thumb crushed.

June 6th.—William Combs, brakeman, coupling, caught between cars. Badly squeezed.

June 7th.—Arthur McGinnis, brakeman, struck by train. Killed.

June 13th.—R. H. Trueman, walking on track. Killed.

June 18th.—William J. Farrall, jumped from train, crushed. Died.

June 23d.—William Kemble, brakeman, fell off train. Bruised.

July 8th.—Thomas H. Banker, drillmaster, struck by bridge signal. Not serious.

July 9th.—Willard Anthony, struck by train at crossing. Killed.

July 14th.—Andrus Boystine, jumped from train. Killed.

July 16th.—William Craney, in a runaway car. Bruised.

July 16th.—Philip Heelen, in a runaway car. Hip fractured.

July 22d.—Herman Kalkenburg, brakeman, caught between cars. Foot hurt.

July 30th.—John Dolan, laborer, coupling. Arm hurt.

July 31st.—Unknown, walking on track. Killed.

August 2d.—Mary Harding, standing on track, struck by train. Hip fractured.

August 4th.—James Conroy, postman, walking on track. Foot amputated.

August 5th.—Daniel Cranney, brakeman, coupling. Fingers crushed.

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August 11th.—William Corbett, laborer, coupling. Arm hurt.

August 12th.—Michael Querny, passenger, standing on car step, leaning over. Killed.

August 12th.—John Roach, brakeman, coupling. Finger crushed.

August 13th.—Joseph Eckel, walking on track. Killed.

August 13th.—Patrick Katen, trackman, struck by train. Killed.

August 14th.—William Asasail, circus-man, sleeping under car. Arm broken.

August 16th.—Mark Pierce, brakeman, coupling. Arm bruised.

August 27th.—Thomas Dolan, boy, fell off box-car. Arm amputated.

August 29th.—William Morrison, brakeman, coupling. Thumb crushed.

August 30th.—F. Kenney, brakeman, coupling. Shoulder hurt.

September 1st.—Louis Eckhart, brakeman, coupling. Fingers crushed.

September 10th.—J. W. Voorhees, drillmaster, coupling. Hand crushed.

September 19th.—William Campbell, fireman, stepped in front of engine. Killed.

September 22d.—Harry Janicke, brakeman, coupling. Shoulder hurt.

September 23d.—Samuel Johnson, brakeman, coupling. Fingers crushed.

September 23d.—Thomas Emmett, brakeman, closing car door. Hand hurt.

September 23d.—Patrick Kane, boy, jumped from train. Foot cut off.

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September 24th.—William Wallace, boy, standing near track, struck by engine. Scalp wound.

October 2d.—J. W. Brewster, brakeman, coupling. Arm hurt.

October 8th.—Patrick Walsh, telegraph repairer, walking on track. Head and leg hurt.

October 10th.—Michael Dougherty, laborer, fell off car to coal dock. Died.

October 12th.—Fred. Stager, brakeman, coupling. Finger hurt.

October 13th.—Frank Gargus, brakeman, coupling. Collar-bone broke.

October 15th.—William A. Naugle, brakeman, coupling. Chest hurt.

October 17th.—C. W. Newhouse, watchman, climbing on engine. Toes crushed.

October 17th.—Patrick Harney, laborer, struck by engine. Ribs fractured.

October 17th.—Scott Nix, brakeman, standing on car roof, blown off. Leg broken.

October 21st.—S. G. Westburg, walking on track. Killed.

October 23d.—James Ward, brakeman, coupling. Hand hurt.

November 1st.—William Lake, brakeman, coupling. Hand hurt.

November 3d.—John Roll, brakeman, coupling. Hand hurt.

November 5th.—Henry Muldoon, crossing track, struck. Head cut.

November 7th.—Henry Hyler, brakeman, fell between cars, run over. Killed.

November 14th.—Frederick H. Klein, car examiner, examining near canal and fell in. Drowned.

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November 17th.—Pasque Spring, laborer, climbing on train. Leg crushed.

November 19th.—George Ike, brakeman, coupling. Fingers crushed.

November 21st.—Samuel Thomas, brakeman, coupling. Fingers crushed.

November 24th.—James Gargen, brakeman, coupling. Fingers crushed.

November 28th.—David Grogan, brakeman, coupling. Hand crushed.

December 2d.—R. B. Rounsaville, brakeman, coupling. Fingers crushed.

December 4th.—Thomas Sexton, brakeman, coupling. Fingers crushed.

December 6th.—Michael Doran, intoxicated, crossing tracks. Killed.

December 6th.—Michael Leary, drillmaster, coupling. Hand hurt.

December 8th.—Samuel Durand, brakeman, coupling. Killed.

December 13th.—Robert Reading, brakeman, coupling. Hand crushed.

December 18th.—John A. Smith, brakeman, climbing on train. Killed.

December 19th.—John Ruppell, brakeman, stepped in front of train. Killed.

December 23d.—Reuben Messenger, brakeman, coupling. Hand crushed.

December 24th.—Andrew Bent, brakeman, coupling. Arm hurt.

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December 26th.—Terrence Butler, laborer, struck by train. Died.

December 29th.—William Schmeal, brakeman, struck by timber on car. Head hurt.

December 30th.—Bernard O'Rourke, gateman, run over. Killed.

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MORRIS AND ESSEX EXTENSION RAILROAD COMPANY.

To the Comptroller of the State of New Jersey:

In obedience to a law of the State of New Jersey, approved March 27th, 1874 (Revision, p. 916), requiring annual reports to be made to the Legislature and transmitted to the Comptroller by the railroad companies of the State, the Morris and Essex Extension Railroad Company presents the following report for the year ending December 31st, 1890:

Capital stock paid in	$221,000 00
Floating debt	123,475 94
Cost of road and equipments	$344,475 94

The road extends from junction with Boonton Branch of Morris and Essex Railroad into the city of Paterson, a distance of one and ninety-one hundredths miles.

It is operated by the Delaware, Lackawanna and Western Railroad, as lessee, under an agreement to pay four per cent. on its stock, &c., and report of its operations is included in report of the Morris and Essex Railroad Company.

State of New York, New York County, *ss.*—Arthur D. Chambers, being duly sworn, on his oath says that he is Treasurer of the Morris and Essex Extension Railroad Company, and that the foregoing statement is true and correct, to the best of his knowledge and belief.

A. D. CHAMBERS.

Sworn and subscribed before me this 10th day of February, A. D. 1891.

LUDWIG R. MILLER,
Commissioner for the State of New Jersey in New York.

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Dividends paid during the year 1890, and how paid—$8,840, directly, to stockholders by Delaware, Lackawanna and Western Railroad Company, as lessee of Morris and Essex Railroad.

ACCIDENTS.

None.

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MOUNT HOLLY, LUMBERTON AND MEDFORD RAILROAD COMPANY.

To the Comptroller of the State of New Jersey:

In obedience to a law of the State of New Jersey, approved March 27th, 1874 (Revision, p. 916), requiring annual reports to be made to the Legislature and transmitted to the Comptroller by the railroad companies of the State, the Mount Holly, Lumberton and Medford Railroad Company presents the following report for the year ending December 31st, 1890:

Capital stock paid in	$95,650 00
Bonded debt	75,000 00
Cost of road and equipments	$170,650 00

The road extends from Mount Holly to Medford, a distance of six and two-tenths miles.

It is leased to the Pennsylvania Railroad Company at an annual rental of $11,189.

It is equipped and operated by the Pennsylvania Railroad Company, and the further information required by law is furnished by that company, and is annexed hereto.

State of New Jersey, *ss.*—Henry I. Budd, being duly sworn, on his oath says that he is President of the Mount Holly, Lumberton and Medford Railroad Company, and that the foregoing statement is true and correct, to the best of his knowledge and belief.

H. I. BUDD,
President.

Sworn and subscribed before me this 5th day of February, A. D. 1891.

JAMES LIPPINCOTT,
M. C. C.

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RECEIPTS AND EXPENSES FOR 1890.

Income from passengers	$4,877 27
Income from freight	1,757 55
Income from other sources	636 12
Total	$7,270 94

Expenditures during the year for working road, including repairs, maintenance of way, motive power and contingencies $15,301 34

Dividends paid during the year 1890, and how paid: In two payments of $5,739 each, three per cent. semi-annually on $95,650.

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THE MORRIS COUNTY RAILROAD COMPANY.

To the Comptroller of the State of New Jersey:

In obedience to a law of the State of New Jersey, approved March 27th, 1874 (Revision, p. 916), requiring annual reports to be made to the Legislature and transmitted to the Comptroller by the railroad companies of the State, the Morris County Railroad Company presents the following report for the year ending December 31st, 1890:

Capital stock paid in	$300,000 00
Bonded debt	300,000 00
Floating debt	11,685 10
Cost of road and equipments	$611,685 10

Dividends paid during the year 1890, and how paid—None earned or paid.

The road extends from Port Oram to Charlottesburgh, a distance of sixteen miles.

RECEIPTS AND EXPENSES FOR 1890.

Income from passengers	$531 87
Income from freight	13,131 11
Total	$13,662 98
Expenditures during the year for working road, including repairs, maintenance of way, motive power and contingencies	$16,273 14

REMARKS.

The company on the year's work shows a deficit of $2,610.16, besides interest on bonds.

State of New Jersey, Passaic County, *ss.*—Garret A. Hobart, being duly sworn, on his oath says that he is President of the Morris County Railroad Company, and that the foregoing statement and the annexed statement of accidents on the said road during the year 1890, are correct and true, to the best of his knowledge and belief.

GARRET A. HOBART.

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Sworn and subscribed before me this 16th day of May, A. D. 1891.

ALBERT A. WILCOX,
Master in Chancery of New Jersey.

ACCIDENTS.

None.

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MOUNT HOPE MINERAL RAILROAD COMPANY.

To the Comptroller of the State of New Jersey:

In obedience to the laws of the State of New Jersey, the Mount Hope Mineral Railroad Company makes the following report for the year ending December 31st, 1890:

This road extends from Mount Hope to Port Oram, in Morris county, a distance of about three and fifty-four hundredths miles, and is used mainly for the transportation of iron ores, coal and mine supplies. No passengers transported.

Capital stock paid in	$160,000 00
The company owes no debt, either funded or floating.	
Cost of road, including right of way	$138,449 96
Cost of equipment	30,828 81
Total	$169,278 77
The entire earnings for the year have been	$32,953 19
Expenses of repairs and operating have been	$8,813 63

J. I. BLAIR,
President.

State of New York, City and County of New York, *ss.*—John I. Blair, being first duly sworn, doth depose and say that he is President of the above-named railroad, and that the foregoing report is true, as he verily believes.

J. I. BLAIR.

Sworn and subscribed before me this 6th day of January, A. D. 1891.

EDWIN F. CAREY,
Commissioner for the State of New Jersey in New York.

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THE NATIONAL DOCKS RAILWAY COMPANY.

To the Comptroller of the State of New Jersey:

In obedience to a law of the State of New Jersey, approved March 27th, 1874 (Revision, p. 916), requiring annual reports to be made to the Legislature and transmitted to the Comptroller by the railroad companies of the State, the National Docks Railway Company presents the following report for the year ending December 31st, 1890:

Capital stock paid in	$1,200,000 00
Floating debt	13,754 90
Cost of road and equipments	$1,216,035 58

Dividends paid during the year 1890, and how paid—$57,369.43, cash.

The road extends from Bergen Hill to Communipaw, a distance of one and ninety-two hundredths miles.

RECEIPTS AND EXPENSES FOR 1890.

Income from freight	$76,618 60
Total	$76,618 60
Expenditures during the year for working road, including repairs, maintenance of way, motive power and contingencies	$14,403 44

State of New York, New York County, *ss.*—Jas. A. Hand, being duly sworn, on his oath says that he is Secretary of the National Docks Railway Company, and that the foregoing statement and the annexed statement of accidents on the said road during the year 1890, are correct and true, to the best of his knowledge and belief.

JAS. A. HAND.

Sworn and subscribed before me this 9th day of May, A. D. 1891.

FRANCIS DEIMEL,
Notary Public New York County.

ACCIDENTS.

None.

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NEWARK AND BLOOMFIELD RAILROAD COMPANY.

To the Comptroller of the State of New Jersey:

In obedience to a law of the State of New Jersey, approved March 27th, 1874 (Revision, p. 916), requiring annual reports to be made to the Legislature and transmitted to the Comptroller by the railroad companies of the State, the Newark and Bloomfield Railroad Company presents the following report for the year ending December 31st, 1890:

Capital stock paid in	$103,850 00
Floating debt	160,425 19
Cost of road and equipments	$264,275 19

The road extends from Roseville Junction to Montclair, a distance of four and twenty-four hundredths miles.

It is leased to the Morris and Essex Railroad Company, at an annual rental of six per cent. on its stock, and report of its operations is included in report of said company.

It is operated by the Delaware, Lackawanna and Western as lessee of the Morris and Essex, and the further information required by law is furnished by that company, and is annexed hereto.

State of New York, New York County, *ss.*—Frederick H. Gibbens, being duly sworn, on his oath says that he is Treasurer of the Newark and Bloomfield Railroad Company, and that the foregoing statement is true and correct, to the best of his knowledge and belief.

FRED. H. GIBBENS.

Sworn and subscribed before me this 10th day of February, A. D. 1891.

LUDWIG R. MILLER,
Commissioner for the State of New Jersey in New York.

Dividends paid during the year 1890, and how paid—$6,231 directly to stockholders by Delaware, Lackawanna and Western Railroad Company, lessee of Morris and Essex Railroad.

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ACCIDENTS.

December 31st.—T. M. Condit, baggagemaster, fell into the turn-table pit at Montclair. Badly bruised.

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NEWARK AND HUDSON RAILROAD COMPANY.

To the Comptroller of the State of New Jersey:

In obedience to a law of the State of New Jersey, approved March 27th, 1874 (Revision, p. 916), requiring annual reports to be made to the Legislature and transmitted to the Comptroller by the railroad companies of the State, the Newark and Hudson Railroad Company presents the following report for the year ending December 31st, 1890:

Capital stock paid in	$250,000 00
Bonded debt	250,000 00
Floating debt—None.	
Cost of road	$355,056 18

The road extends from Bergen Junction to Newark, a distance of five and six hundred and eighteen thousandths miles.

It is leased to the New York, Lake Erie and Western Railroad Company at an annual rental of $33,000.

It is equipped and operated by the New York, Lake Erie and Western Railroad Company, and the further information required by law is furnished by that company, and is annexed hereto.

State of New York, New York City and County, *ss.*—Cortlandt Parker, being duly sworn, on his oath says that he is President of the Newark and Hudson Railroad Company, and that the foregoing statement is true and correct, to the best of his knowledge and belief.

CORTLANDT PARKER.

Sworn and subscribed before me this 9th day of April, A. D. 1891.

GEO. E. GRANT,
Notary Public New York City and County.

RECEIPTS AND EXPENSES FOR 1890.

Income from passengers	$42,994 12
Income from freight	32,793 37
Income from other sources	5,445 00
Total	$81,232 99

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Expenditures during the year for working road, including repairs, maintenance of way, motive power and contingencies	$108,625 75
Rental.....	$17,500 00

Dividends paid during the year 1890, and how paid—None were paid.

State of New York, City and County of New York, *ss.*—Augustus R. Macdonough, being duly sworn, on his oath says that he is the Secretary of the New York, Lake Erie and Western Railroad Company, lessee of the Newark and Hudson Railroad, and that the foregoing statement of receipts and expenditures, and also the accompanying statement of accidents occurring during the year 1890 on that road, are true, according to the best of his knowledge, information and belief.

AUG. R. MACDONOUGH.

Sworn and subscribed before me this 13th day of April, A. D. 1891.

GEO. E. GRANT,
Notary Public New York City and County.

ACCIDENTS.

April 11th.—Gilbert Frey, switchman, age twenty-six, while making a coupling in yard train, engine 20, at 3:50 P. M., in Newark yard, had his left hand caught between drawheads and badly crushed; he was not using coupling-stick.

September 8th.—George King, age forty, was found dead near New York and Greenwood Lake Railroad Junction at 11 P. M., evidently having been struck by some unknown train.

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NEWARK AND PASSAIC RAILWAY COMPANY.

To the Comptroller of the State of New Jersey:

In obedience to a law of the State of New Jersey, approved March 27th, 1874 (Revision, p. 916), requiring annual reports to be made to the Legislature and transmitted to the Comptroller by the railroad companies of the State, the Newark and Passaic Railway Company presents the following report for the year ending December 31st, 1890:

Capital stock paid in	$8,000 00
Bonded debt—None.	
Floating debt	175,506 18
Cost of road	$183,506 18

Dividends paid during the year 1890, and how paid—None.

REMARKS.

This road is not yet completed, but is intended to be constructed from a point in the east side of Avenue E, between Emmet and Wright streets, in the city of Newark, N. J., to the Passaic river, and is to be three and one-tenth miles in length.

State of Pennsylvania, Philadelphia County, *ss*—David G. Baird, being duly sworn, on his oath says that he is Secretary and Treasurer of the Newark and Passaic Railway Company, and that the foregoing statement and the annexed statement of accidents on said road during the year 1890, are correct and true, to the best of his knowledge and belief.

D. G. BAIRD,
Secretary and Treasurer.

Sworn and subscribed before me this 11th day of May, A. D. 1891.

WM. C. ALDERSON,
Commissioner of Deeds for the State of New Jersey.

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NEWARK AND ROSELLE RAILWAY COMPANY.

To the Comptroller of the State of New Jersey:

In obedience to a law of the State of New Jersey, approved March 27th, 1874 (Revision, p. 916), requiring annual reports to be made to the Legislature and transmitted to the Comptroller by the railroad companies of the State, the Newark and Roselle Railway Company presents the following report for the year ending December 31st, 1890:

Capital stock paid in	$14,000 00
Bonded debt—None.	
Floating debt	953,123 27
Cost of road	967,123 27

Dividends paid during the year 1890, and how paid—None.

REMARKS.

This road is nearly completed and operations will begin early in 1891. It extends from Roselle, Union county, to Newark, Essex county, N. J., six and one-half miles.

State of Pennsylvania, Philadelphia County, *ss.*—David G. Baird, being duly sworn, on his oath says that he is Secretary and Treasurer of the Newark and Roselle Railway Company, and that the foregoing statement and the annexed statement of accidents on the said road during the year 1890, are correct and true, to the best of his knowledge and belief.

D. G. BAIRD,
Secretary and Treasurer.

Sworn and subscribed before me this 11th day of May, A. D. 1891.

WM. C. ALDERSON,
Commissioner of Deeds for the State of New Jersey.

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NEW JERSEY JUNCTION RAILROAD COMPANY.

To the Comptroller of the State of New Jersey:

In obedience to a law of the State of New Jersey, approved March 27th, 1874 (Revision, p. 916), requiring annual reports to be made to the Legislature and transmitted to the Comptroller by the railroad companies of the State, the New Jersey Junction Railroad Company presents the following report for the year ending December 31st, 1890:

Capital stock paid in	$100,000 00
Bonded debt	1,700,000 00
Cost of road and equipments	$1,624,295 05

The road extends from Weehawken, N. J., to Jersey City, N. J., a distance of four and thirty-five hundredths miles.

It is leased to the New York Central and Hudson River Railroad Company, at an annual rental as provided in contract approved by the Legislature of the State of New Jersey, by Chapter CLXII., approved April 12th, 1886.

It is equipped and operated by the New York Central and Hudson River Railroad Company, and the further information required by law is furnished by that company, and is annexed hereto.

State of New York, New York County, *ss.*—Chauncey M. Depew, being duly sworn, on his oath says that he is President of the New Jersey Junction Railroad Company, and that the foregoing statement is true and correct, to the best of his knowledge and belief.

CHAUNCEY M. DEPEW.

Sworn and subscribed before me this 6th day of January, A. D. 1891.

H. C. DUVAL,
Notary Public New York County.

State of New York, New York County, *ss.*—John Carstensen, Comptroller of the New York Central and Hudson River Railroad

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Company, lessee of the New Jersey Junction Railroad, being duly sworn, says that the earnings and expenses of the New Jersey Junction Railroad are merged in the general accounts of the New York Central and Hudson River Railroad Company, and that the accompanying statement of accidents occurring in the State of New Jersey, on the New Jersey Junction Railroad, during the year ending December 31st, 1890, is correct and true, to the best of his information, knowledge and belief.

J. CARSTENSEN.

Sworn and subscribed before me this 6th day of January, A. D. 1891.

EDGAR FREEMAN,
Notary Public New York County.

ACCIDENTS.

For the year ending December 31st, 1890.

January 10th.—John Coffield, yard brakeman, Jersey City, train 12. Conductor, T. B. Franklin; engineer, R. Hodges; still in service. Left knee cap broken by jumping from train in motion.

February 8th.—Filmore Card, yard brakeman, Weehawken, train 7. Conductor, W. V. Hannon; engineer, R. Hodges; still in service. Right arm injured slightly by falling to ground while attempting to get on baggage car in motion.

February 19th.—Wm. Myer, not in employ, Hoboken, train 2. Conductor, E. Wilson; engineer, R. Hodges; still in service. Struck by engine and killed while driving over crossing in front of train.

October 12th.—J. M. Schultz, freight brakeman, Jersey City, train, extra freight. Conductor, J. T. Lynch; engineer, J. Clay; still in service. Left knee and hip injured by being caught between ends of two cars while climbing up ladder between same.

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NEW JERSEY SHORE LINE RAILROAD COMPANY.

To the Comptroller of the State of New Jersey:

In obedience to a law of the State of New Jersey, approved March 27th, 1874 (Revision, p. 916), requiring annual reports to be made to the Legislature and transmitted to the Comptroller by the railroad companies of the State, the New Jersey Shore Line Railroad Company presents the following report for the year ending December 31st, 1890:

Capital stock paid in	$31,000 00
Floating debt	1,824 44

Dividends paid during the year 1890, and how paid—None paid.

The road as projected is to extend from Weehawken, N. J., to Harrington, N. J., a distance of fifteen and one-half miles.

REMARKS.

Road not constructed.

State of New York, New York County, *ss.*—Chauncey M. Depew, being duly sworn, on his oath says that he is President of the New Jersey Shore Line Railroad Company, and that the foregoing statement is correct and true, to the best of his knowledge and belief.

CHAUNCEY M. DEPEW.

Sworn and subscribed before me this 6th day of January, A. D. 1891.

H. C. DUVAL,
Notary Public New York County.

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THE NEW JERSEY SOUTHERN RAILWAY COMPANY.

To the Comptroller of the State of New Jersey:

In obedience to a law of the State of New Jersey, approved March 27th, 1874 (Revision, p. 916), requiring annual reports to be made to the Legislature and transmitted to the Comptroller by the railroad companies of the State, the New Jersey Southern Railway Company presents the following report for the year ending December 31st, 1890.

Capital stock paid in	$1,590,600 00
Bonded debt (including that of the Long Branch and Sea Shore Railroad)	1,790,600 00
Cost of road and equipments, purchased at foreclosure sale in 1879, for	752,000 00

Dividends paid during the year 1890, and how paid—None.

The road extends from Port Monmouth to Atco (main line), with branches from Eatontown to East Long Branch, and East Long Branch to Sandy Hook (formerly Long Branch and Sea Shore Railroad); total, eighty-eight and sixty-two hundredths miles.

RECEIPTS AND EXPENSES FOR 1890.

Income from passengers	$421,390 63
Income from freight	267,586 69
Income from other sources	25,011 36
Total	$713,988 68
Expenditures during the year for working road, including repairs, maintenance of way, motive power, contingencies and taxes	$646,090 40

REMARKS.

Included in the operations of this company are the receipts and expenditures of the following companies:

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The West End Railroad Company	1.55
The Toms River Railroad Company	7.57
The Toms River and Waretown Railroad Company	14.71
The Vineland Railroad Company	46.82
The Buena Vista Railroad Company	1.03
The Cumberland and Maurice River Railroad Company	21.20
The Cumberland and Maurice River Extension Railroad Company	1.23

State of New York, New York City and County, *ss.*—J. R. Maxwell, being duly sworn, on his oath says that he is President of the New Jersey Southern Railway Company, and that the foregoing statement and the annexed statement of accidents on the said road during the year 1890, are correct and true, to the best of his knowledge and belief.

J. R. MAXWELL.

Sworn and subscribed before me, this 2d day of April, A. D. 1891, at New York City.

BEN. V. D. FISHER,
Master in Chancery of New Jersey.

ACCIDENTS.

For the year ending December 31st, 1890.

January 11th.—Wm. M. Slocum, arm slightly squeezed, coupling cars, Highland Beach. Jos. Kelly, conductor; Wm. Miles, engineer.

January 17th.—Thomas Truex, shoulder blade broken, fell off box-car, Long Beach. A. J. Dellett, conductor; Edward Manning, engineer.

January 31st.—Augustus R. Chandler, hand slightly squeezed, coupling cars, Clark's switch, near Bridgetou. Wm. B. Ross, conductor; John Manion, engineer.

March 27th.—Wm. Hoff, arm broken and head cut, knocked off car, Lakewood. F. Garwood, conductor; Wm. Garren, engineer.

May 2d.—John Horner, foot mashed, attempting to board moving train, Red Bank. Geo. W. Brown, conductor; Wm. B. Savage, engineer.

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May 24th.—Geo. H. Williams, two fingers squeezed, Manchester. Hendrick Attison, conducter; W. H. Howland, engineer.

June 18th.—Louis Raschly, drowned, attempting to board steamer St. Johns, at Atlantic Highlands. J. L. Braisted, captain; J. Whitehead, engineer.

June 20th.—Robert S. Ferguson, fatally injured, struck by overhead bridge, Eatontown. J. Truex, conductor; J. Truex, engineer.

July 2.—Theo. Bennett, three fingers mashed, caught between drawheads, Long Branch. G. Gray, conductor; E. Davis, engineer.

July 23d.—John McTague, fatally injured, struck by engine, at Bridgeton. F. Howard, conductor; G. Bowers, engineer.

August 7th.—George Secour, foot mashed, leg injured, attempting to board moving train, Long Branch. R. C. Anderson, conductor; J. H. Davis, engineer.

August 24th.—John M. Campbell, two fingers bruised, window falling, Atlantic Highlands, steamer Monmouth. J. H. Perry, engineer; A. G. Martin, captain.

November 8th.—Albert Johnson, slightly injured, train backing into car in which he was riding, Eatontown. J. McTague, conductor; S. Emley, engineer.

December 8th.—John Jackson, hand mashed, coupling cars, Mauricetown (Cumberland and Maurice River Division). E. Clark, conductor; J. Stremin, engineer.

December 8th.—Frank A. Brast, bruised, wagon in which he was riding struck by engine, crossing tracks, Eatontown. G. Allen, conductor; J. Allen, engineer.

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THE NEW YORK AND GREENWOOD LAKE RAILWAY COMPANY.

To the Comptroller of the State of New Jersey:

In obedience to a law of the State of New Jersey, approved March 27th, 1874 (Revision, p. 916), requiring annual reports to be made to the Legislature and transmitted to the Comptroller by the railroad companies of the State, the New York and Greenwood Lake Railway Company presents the following report for the year ending December 31st, 1890:

Capital stock paid in	$100,000 00
Bonded debt	2,700,000 00
Floating debt	363,867 44
Cost of road and equipments, estimated	$2,870,299 78

Dividends paid during the year 1890, and how paid—None paid.

The road extends from Jersey City to Greenwood Lake, a distance of forty-three miles.

RECEIPTS AND EXPENSES FOR 1890.

Income from passengers	$134,740 51
Income from freight	81,400 97
Income from other sources	8,324 32
Total	$224,465 80
Expenditures during the year for working road, including repairs, maintenance of way, motive power and contingencies	$214,951 01

REMARKS.

The amount of capital stock authorized on the re-organization of the company was $100,000. The amount actually issued and held by stockholders is 1,500 shares, $75,000.

State of New York, New York City and County, *ss.*—Abram S. Hewitt, being duly sworn, on his oath says that he is President of

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the New York and Greenwood Lake Railway Company, and that the foregoing statement and the annexed statement of accidents on the said road during the year 1890, are correct and true, to the best of his knowledge and belief.

ABRAM S. HEWITT.

Sworn and subscribed before me this 13th day of April, A. D. 1891.

GEO. E. GRANT,
Notary Public New York City and County.

ACCIDENTS.

During the year ending December 31st, 1890.

May 11th.—Martin Huff, age thirty-two, while sitting on the end of a tie asleep, at 7:20 P. M., at Chestnut Hill, was struck by train 596, engine 170, W. A. Layton, conductor; Thos. Duffy, engineer. He received injuries from which he died the same day.

August 25th.—John Finnegan, age thirty, attempted to get on train 517, engine 166, I. Pellington, conductor; Geo. Merritt, engineer, at 6:18 P. M., after train had started from Cooper station. He fell under train and received injuries from which he died August 28th.

August 28th.—Andy Sooper, age forty, while walking on track between Cooper and Hewitt stations at 8:15 A. M., was struck by train 517, I. Pellington, conductor; Geo. Merritt, engineer. He was instantly killed. The accident happened on a sharp curve, and he was not seen by the engineer in time to avoid the accident.

September 11th.—James Flynn, crossing flagman, age fifty, attempted to run across the tracks at Washington street crossing, Orange, at 3:15 P. M., in front of train 470, engine 194, W. E. Siegler, conductor; A. Driscoll, engineer. He was struck and had right arm broken.

November 29th.—John Tierney, age forty-eight, was standing alongside of track at 8:37 A. M., at Singac, as train 514, engine 168, A. Pennell, conductor; Thos. Duffy, engineer, was approaching. He stood too close to the track and was struck and received injuries from which he died the next day.

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December 29th.—Unknown man, age about sixty, while walking on track at 12:50 P. M., at North Newark, was struck by train 418, engine 100, S. Smith, conductor; A. Whitenour, engineer. He received injuries from which he died the same day.

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NEW YORK AND LONG BRANCH RAILROAD COMPANY.

To the Comptroller of the State of New Jersey:

In obedience to a law of the State of New Jersey, approved March 27th, 1874 (Revision, p. 916), requiring annual reports to be made to the Legislature and transmitted to the Comptroller by the railroad companies of the State, the New York and Long Branch Railroad Company presents the following report for the year ending December 31st, 1890:

Capital stock paid in	$2,000,000 00
Bonded debt	1,500,000 00

The road extends from Perth Amboy to Bay Head Junction, a distance of thirty-eight and four-hundredths miles, and is operated by the Central Railroad Company of New Jersey and the Pennsylvania Railroad Company, under agreement.

The earnings and expenses are included in the earnings and expenses of the operating companies.

State of New York, New York City and County, *ss.*—George F. Baker, being duly sworn, on his oath says that he is President of the New York and Long Branch Railroad Company, and that the foregoing statement is true and correct, to the best of his knowledge and belief.

GEO. F. BAKER.

Sworn and subscribed before me this 3d day of April, A. D. 1891, at New York City.

BEN. V. D. FISHER,
Master in Chancery of New Jersey.

ACCIDENTS.

For the year ending December 31st, 1890.

January 6th.—John S. Rogers, employed as track watchman on Section No. 11, New York and Long Branch Railroad, was struck

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and instantly killed by Central Railroad train 305, while walking on track near Brielle station. M. R. Mulford, conductor; John C. Cline, engineer.

February 1st.—James Leonard, employed at 25 Park Place, New York, jumped from Pennsylvania railroad train 281, approaching Matawan station; fell under wheels of first passenger car and was fatally injured. W. J. Carrick, conductor; B. Lupton, engineer.

February 14th.—Edward Maxson, finger crushed, coupling cars, at Red Bank. Frank Wilson, conductor; Chas. Ross, engineer.

March 14th.—Abraham Mardock, shoulder dislocated, run into car while intoxicated, at South Amboy. H. A. Boyd, conductor; John Johnson, engineer.

April 22d.—Unknown man, about 35 years old, supposed to be a tramp, was struck and instantly killed by Central Railroad train 324, at White's Crossing, north of Little Silver station. J. W. Van Houten, conductor; W. A. Alpaugh, engineer.

April 28th.—Wm. Vandaver, hand injured, casting fell on same, at Little Silver. Geo. Edick, conductor; Hugh Horn, engineer.

May 16th.—Chas. A. Truex, finger cut off, coupling cars, at Branchport. Geo. Edick, conductor; Hugh Horn, engineer.

June 3d.—William Kenny, hand mashed, coupling cars, Long Branch. G. Decker, conductor; F. Riddle, engineer.

June 23d.—C. B. Williams, two fingers mashed, coupling cars, Point Pleasant. D. Johnson, conductor; E. Manning, engineer.

June 27th.—James Kane, residence Asbury Park, N. J., while walking between tracks on Parker's creek bridge, near Little Silver, was struck and fatally injured by either Central Railroad train 310 or 315, which passed on bridge at time of accident. L. W. Romeis, conductor 310; M. N. Clapp, engineer 310; A. P. Hetfield, conductor 315; John Provost, engineer 315.

July 7th.—John Comer, employed as porter at Brielle Inn, was struck and fatally injured near Brielle station, by Pennsylvania

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Railroad extra passenger train, engine 1,247, south-bound. R. C. Wells, conductor; Wm. Lawall, engineer.

July 14th.—Unknown lady, slightly injured, jumping from moving train, Point Pleasant. M. L. Rauck, conductor; J. Dunham, engineer.

August 7th.—George Secour, employed as telegraph messenger at Long Branch, N. J., while attempting to board a moving train (New Jersey Southern extra 518) at Long Branch station, fell under and had left leg crushed. R. C. Anderson, conductor; J. H. Davis, engineer.

August 13th.—J. Cohn, head and hand cut, stone thrown through window of car, Matawan. J. Van Houten, conductor; S. Watson, engineer.

August 15th.—Wm. Callinan, residence 26 West Fifty-third street, New York, while attempting to cross the tracks at North Asbury Park station was struck by Pennsylvania Railroad train 278, and had leg broken and foot crushed. J. H. Moore, conductor; Jos. Meegan, engineer.

August 20th.—John Heath, engineer, Amboy Division Pennsylvania Railroad, while acting as pilot for Pennsylvania Railroad extra 1,378, was struck and instantly killed by some object projecting or falling from Pennsylvania Railroad freight train 501, between Spring Lake and Sea Girt. Wm. Byrnes, conductor 501; J. M. Cook, engineer 501; W. Furman, engineer extra 1,378.

August 29th.—Mrs. Wm. Hayles, head slightly injured, foot catching in carpet, West End. L. W. Romeis, conductor; M. N. Clapp, engineer.

August 29th.—Mamie Bedell, two fingers mashed, brake-shoe broke and entered window of following car, between Hazlet and Matawan. J. Ross, conductor; J. Hague, engineer.

September 16th.—Joseph Borden, slightly injured, standing too close to track, Long Branch. F. W. Shinafield, conductor; J. Cline, engineer.

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October 2d.—Frank Ketzner, brakeman on Pennsylvania Railroad freight train 439, while coupling caboose to his train at Long Branch station, was run into and instantly killed by Pennsylvania Railroad train 501, which backed up same track. J. E. Hampton, conductor 439; Jos. Davison, engineer 439; Wm. Byrne, conductor 501; Wm. Keefe, engineer 501.

October 12th.—Charles Bencke, slightly injured, stepping off moving train, Belmar. L. C. Hurtt, conductor; Geo. Clickner, engineer.

October 14th.—Geni Polito, employed as laborer on New York and Long Branch Railroad work train, while unloading stone at Morgan Curve, Pennsylvania Railroad train 275 struck projecting timber, breaking leg. R. Harp, conductor 275; G. H. Burton, engineer 275; John Daly, conductor work train; W. C. Hicks, engineer work train.

November 17th.—Chester W. Clayton, brakeman on Central Railroad freight train 343, while making coupling of cars at Ocean Grove, had arm severely injured, being caught between bumpers. F. Wilson, conductor; Charles Ross, engineer.

November 29th.—Wm. Worthley, head cut, slipped while alighting from train, Little Silver. J. W. Van Houten, conductor; Lloyd Clark, engineer.

December 21st.—David Belshaw, residence Red Bank, N. J., while attempting to board Central Railroad train 355 while in motion, fell under wheels and had both feet crushed. Accident occurred at north end of Red Bank station platform. J. T. Dolbeer, conductor; M. N. Clapp, engineer.

NOTE.—Conductors and engineers retained in service in each case.

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THE NEW YORK, SUSQUEHANNA AND WESTERN RAILROAD COMPANY.

To the Comptroller of the State of New Jersey:

In obedience to a law of the State of New Jersey, approved March 27th, 1874 (Revision, p. 916), requiring annual reports to be made to the Legislature and transmitted to the Comptroller by the railroad companies of the State, the New York, Susquehanna and Western Railroad Company presents the following report for the year ending December 31st, 1890:

Capital stock issued	$21,000,000 00
Bonded debt	8,452,000 00
Floating debt (net)	92,463 32
Cost of road and equipments	$28,695,411 65

Dividends paid during the year 1890, and how paid—None.

The road extends from Marion, N. J., to Gravel Place, Pa., a distance of one hundred and one and three-tenths miles, with branches in New Jersey and Pennsylvania of thirty-three and thirty-three hundredths miles, making in all one hundred and thirty-four and sixty-three hundredths miles.

RECEIPTS AND EXPENSES FOR 1890.

Income from passengers	$289,242 93
Income from freight	1,203,936 74
Income from other sources	98,903 36
Total	$1,592,083 03
Expenditures during the year for working road, including repairs, maintenance of way, motive power and contingencies	$921,137 72

State of New York, New York County, *ss.*—John P. Rafferty, being duly sworn, on his oath says that he is Second Vice President of the New York, Susquehanna and Western Railroad Company, and that the foregoing statement and the annexed statement of accidents

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on the said road during the year 1890, are correct and true, to the best of his knowledge and belief.

J. P. RAFFERTY.

Sworn and subscribed before me this 11th day of February, A. D. 1891.

RICHD. C. SHIMEALL,
Notary Public Kings County, N. Y.

ACCIDENTS.

January 22d.—Grant Dunn, brakeman on train 21, while uncoupling cars at Two Bridges, had his ankle badly wrenched. F. A. Bates, conductor; S. Williams, engineer.

February 20th.—Man named Mike Gill found lying beside track, near Ridgefield Park, with both feet crushed by train 37. C. C. Van Duzer, conductor; Philip Nixon, engineer.

March 28th.—An unknown man, seriously injured, was found between tracks, near Tyler Park, by train 27. W. Downey, conductor; E. W. Eldridge, engineer.

April 10th.—James Dunn, brakeman on train 21, had one foot cut off and was injured about head by falling from top of car. S. C. Paulison, conductor; Stewart Williams, engineer.

April 14th.—Runaway horse ran into side of engine 50, at Paterson. Driver, Oscar W. Reid, somewhat hurt. Wm. Brush, conductor; H. Quick, engineer.

April 15th.—Train 11 struck and killed a boy who was playing on crossing at Midland Park. Thos. Wright, conductor; Chas. Spitzer, engineer.

April 24th.—Coyle Cole, brakeman on train 22, was caught between two cars and crushed to death. F. A. Bates, conductor; Stewart Williams, engineer.

June 3d.—Albert Eikman, brakeman on train 46, was killed by brake-staff breaking while he was setting up brake, causing him to fall in front of cars. T. Laroe, conductor; B. Eagan, engineer.

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July 9th.—Engine No. 4 struck a horse and wagon in Jersey City, slightly injuring the driver, B. Gaffney. John Shea, engineer.

July 19th.—Lewis Van Blarcom, wiper at Riverside, was killed by his head coming in contact with bracket under running board of an engine, while astride a bar to open the slides. He did not wait to see if the engine was permanently placed to have fire fixed, but placed the bar between spokes of back driving wheel and frame of engine.

August 4th.—Daniel Danforth, shopman, was killed by stakes on the side of a car loaded with lumber breaking and letting lumber fall on him. Car was being pushed off of turn-table, and accident was caused by the jar.

August 15th.—A lady passenger on train 66 was run over by a baggage-barrow of Pennsylvania Railroad in Pennsylvania Railroad depot at Jersey City. C. C. Van Duzer, conductor.

August 17th.—The dead body of Chas. Pierson was found beside track, near Summit switch, by John Birkland, section foreman. Both legs and one arm were cut off.

August 28th.—An unknown man was found in front of Oak Ridge station with both legs cut off; cause unknown.

October 4th.—Train 7 struck Pennsylvania Railroad flagman John Conklin, at Henderson street crossing, Jersey City. J. A. Vrooman, conductor; Alonzo Schooner, engineer.

October 28th.—Train 19 struck an unknown man lying on track near Rochelle Park; he was dead when picked up. S. C. Paulison, conductor; James Haycock, engineer.

November 4th.—Train 44 struck a man named James Huysson, who was walking on side of track, in Paterson. Injured about back and head. C. C. Van Duzer, conductor; John Shea, engineer.

November 13th.—Train 19 struck and killed a man named James Hinchry, at Little Ferry, while attempting to cross from opposite side of track from a train unloading passengers. S. C. Paulison, conductor; James Haycock, engineer.

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November 27th.—An unknown man was found on track, near Bergen, by train 19, a portion of the train passing over him; when picked up was dead and cold. S. C. Paulison, conductor; E. W. Eldridge, engineer.

NEW JERSEY STATE LIBRARY

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NORTHERN RAILROAD COMPANY OF NEW JERSEY.

To the Comptroller of the State of New Jersey:

In obedience to a law of the State of New Jersey, approved March 27th, 1874 (Revision, p. 916), requiring annual reports to be made to the Legislature and transmitted to the Comptroller by the railroad companies of the State, the Northern Railroad Company of New Jersey presents the following report for the year ending December 31st, 1890:

Capital stock paid in	$1,000,000 00
Bonded debt	563,000 00
Floating debt	137,578 06
Cost of road and equipments, valuation	$948,469 00

Dividends paid during the year 1890, and how paid—In cash, $37,500.00

The road extends from Bergen Junction, N. J., to Sparkill, N. Y., a distance of twenty-one and twenty-five hundredths miles.

RECEIPTS AND EXPENSES FOR 1890.

Income from passengers	$303,527 65
Income from freight	60,179 48
Income from other sources	14,764 57
Total	$378,471 70
Expenditures during the year for working road, including repairs, maintenance of way, motive power and contingencies	$339,313 24

REMARKS.

This road is equipped and operated by the New York, Lake Erie and Western Railroad Company, under an agreement whereby the operating company receives sixty-five (65) per cent. of the gross earnings and a proportion of the surplus calculated according to the respective mileage.

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State of New York, New York County, *ss.*—Orville A. Roorbach, being duly sworn, on his oath says that he is Secretary and Treasurer of the Northern Railroad Company of New Jersey, and that the foregoing statement, and the annexed statement of accidents on the said road during the year 1890, are correct and true, to the best of his knowledge and belief.

O. A. ROORBACH.

Sworn and subscribed before me this 31st day of January, A. D. 1891.

JNO. J. DUFF,
Commissioner of Deeds for the State of New Jersey.

ACCIDENTS.

The report of accidents is furnished by the New York, Lake Erie and Western Railroad Company.

State of New York, City and County of New York, *ss.*—Augustus R. Macdonough, Secretary of the New York, Lake Erie and Western Railroad Company, being duly sworn, says that the accompanying statement of accidents occurring on the Northern Railroad of New Jersey during the year ending December 31st, 1890, is correct and true, according to the best of his knowledge, information and belief.

AUG. R. MACDONOUGH.

Subscribed and sworn to before me this 3d day of April, A. D. 1891.

GEO. E. GRANT,
Notary Public New York City and County.

ACCIDENTS.

During the year ending December 31st, 1890.

February 7th.—Edward Hull, telegraph operator, age 19, attempted to cross the tracks at 6:45 P. M., at New Durham, in front of train 237, engine 176, J. Myers, conductor; W. A. Johnson, engineer. He was struck and instantly killed.

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June 8th.—Wm. Curran, age 50, was found lying dead alongside of track near Northvale, at 1:04 A. M. It is supposed that he was struck by train 201, engine 81—J. Myers, conductor; J. Parsells, engineer—as blood stains were found on left side of engine. None of the trainmen witnessed the accident.

August 12th.—Unknown man, age about 55, while walking on the track near the County Road, at 3:25 P. M., was struck by engine 176, on train 228, J. Maguire, conductor; Geo. Parsells, engineer. He was instantly killed. He paid no attention to the danger signals from the engine. Train could not be stopped in time to avoid the accident.

November 27th.—John Gebbard, aged 45, attempted to cross the tracks in front of train 227, engine 88—J. Maguire, conductor; A. Phillips, engineer—at 5:27 P. M., at Closter. Was struck and instantly killed. No one witnessed the accident.

December 16th.—Michael Tynan, age 50, attempted to cross the tracks directly in front of train 270, engine 523—Wm. Blauvelt, conductor; —— Van Order, engineer—at 8:45 P. M., at Englewood, was struck by engine and had his right foot run over and badly crushed.

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OGDEN MINE RAILROAD COMPANY.

To the Comptroller of the State of New Jersey:

In obedience to a law of the State of New Jersey, approved March 27th, 1874 (Revision, p. 916), requiring annual reports to be made to the Legislature and transmitted to the Comptroller by the railroad companies of the State, the Ogden Mine Railroad Company presents the following report for the year ending December 31st, 1890:

Capital stock paid in	$450,000 00
Cost of road and equipments	$450,000 00

The road extends from Ogden Mine, N. J., to Nolan's Point, N. J., a distance of nine and eighty-six hundredths miles.

It is leased to the Central Railroad Company of New Jersey at an annual rental of five per cent. of its capital stock.

It is equipped and operated by the Central Railroad Company of New Jersey, and the further information required by law is furnished by that company, and is annexed hereto.

State of New Jersey, *ss.*—George Richards, being duly sworn, on his oath says that he is President of the Ogden Mine Railroad Company, and that the foregoing statement is true and correct, to the best of his knowledge and belief.

GEORGE RICHARDS.

Sworn and subscribed before me this 14th day of February, A. D. 1891.

FREDERICK H. BEACH,
Master in Chancery of New Jersey.

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PASSAIC AND DELAWARE RAILROAD COMPANY.

To the Comptroller of the State of New Jersey:

In obedience to a law of the State of New Jersey, approved March 27th, 1874 (Revision, p. 916), requiring annual reports to be made to the Legislature and transmitted to the Comptroller by the railroad companies of the State, the Passaic and Delaware Railroad Company presents the following report for the year ending December 31st, 1890:

Capital stock paid in	$111,050 00
Floating debt	10,218 53
Cost of road and equipments	$121,268 53

The road extends from Summit Junction to Bernardsville, a distance of thirteen and ninety-nine hundredths miles.

It is leased to the Delaware, Lackawanna and Western Railroad Company, at an annual rental of five per cent. on its stock, and report of operations is included in report made by the Morris and Essex Railroad Company.

It is operated by the Delaware, Lackawanna and Western Railroad Company, and the further information required by law is furnished by that company, and is annexed hereto.

State of New York, New York County, *ss.*—Frederick H. Gibbens, being duly sworn, on his oath says that he is the Treasurer of the Passaic and Delaware Railroad Company, and that the foregoing statement is true and correct, to the best of his knowledge and belief. FRED. H. GIBBENS.

Sworn and subscribed before me this 10th day of February, A. D. 1891. LUDWIG R. MILLER,
Commissioner for the State of New Jersey in New York.

Dividends paid during the year 1890, and how paid—$5,552.50 directly to stockholders by lessee.

ACCIDENTS.

None.

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PASSAIC AND DELAWARE EXTENSION RAILROAD COMPANY.

To the Comptroller of the State of New Jersey:

In obedience to a law of the State of New Jersey, approved March 27th, 1874 (Revision, p. 916), requiring annual reports to be made to the Legislature and transmitted to the Comptroller by the railroad companies of the State, the Passaic and Delaware Extension Railroad Company presents the following report for the year ending December 31st, 1890.

Capital stock paid in	$100,000 00
Floating debt	104,947 01
Cost of road and equipments	$204,947 01

The road extends from junction with Passaic and Delaware Railroad at Bernardsville to Gladstone, a distance of seven and forty-hundredths miles.

It is operated by the Delaware, Lackawanna and Western Railroad as lessee, under an agreement to pay four per cent. on its stock, &c., and report of its operations is included in report of the Morris and Essex Railroad Company.

It is operated by the Delaware, Lackawanna and Western Railroad as lessee of the Morris and Essex, and the further information required by law is furnished by that company, and is annexed hereto.

State of New York, New York County, *ss.*—Arthur D. Chambers, being duly sworn, on his oath says that he is Treasurer of the Passaic and Delaware Extension Railroad Company, and that the foregoing statement is true and correct, to the best of his knowledge and belief.

A. D. CHAMBERS.

Sworn and subscribed before me, this 10th day of February, A. D. 1891.

LUDWIG R. MILLER,
Commissioner for the State of New Jersey in New York.

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Dividends paid during the year 1890, for eight months, and how paid—$2,666.67 directly to stockholders by Delaware, Lackawanna and Western Railroad Company as lessee of the Passaic and Delaware Railroad.

ACCIDENTS.

None.

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PASSAIC EXTENSION RAILROAD COMPANY.

To the Comptroller of the State of New Jersey:

In obedience to a law of the State of New Jersey, approved March 27th, 1874 (Revision, p. 916), requiring annual reports to be made to the Legislature and transmitted to the Comptroller by the railroad companies of the State, the Passaic Extension Railroad Company presents the following report for the year ending December 31st, 1890:

Capital stock paid in	$6,000 00
Bonded debt—None.	
Floating debt	15,463 32
Cost of road and equipments	$21,463 32

The road extends from a point on the north side of the Passaic river, west of Eighth street, and runs along the center of Seventh street and the west bank of the Passaic river, and along the tow-path of the Dundee canal to the Dundee dam; and also includes a branch line which begins at a line south of Monroe street, and runs along the center of Randolph avenue to a point in the highway leading from the Clifton bridge to Clifton station, the same being about three miles in length, and wholly within the city and county of Passaic.

It is operated by the New York, Susquehanna and Western Railroad Company, and the particulars of the operations and expenditures have been kept as a part of the general accounts of that company, and cannot be more particularly specified.

It is equipped and operated by the New York, Susquehanna and Western Railroad Company, and the further informatian required by law is furnished by that company and is annexed hereto.

State of New York, New York County, *ss.*—John P. Rafferty, being duly sworn, on his oath says that he is Treasurer of the Passaic Extension Railroad Company, and that the foregoing statement is true and correct, to the best of his knowledge and belief.

J. P. RAFFERTY.

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Sworn and subscribed before me this 11th day of February, A. D. 1891.

RICHD. C. SHIMEALL,
Notary Public for Kings County.

ACCIDENTS.

None.

State of New York, New York County, *ss.*—Simon Borg, President of the New York, Susquehanna and Western Railroad Company, being duly sworn, says that the accounts of the operations and expenditures of the Passaic Extension Railroad Company are merged in the general accounts of the New York, Susquehanna and Western Railroad Company, and that the foregoing statement of accidents occurring on the Passaic Extension Railroad during the year ending December 31st, 1890, is correct and true, to the best of his knowledge, information and belief.

SIMON BORG,
President

Sworn and subscribed before me this 11th day of February, A. D. 1891.

RICHD. C. SHIMEALL,
Notary Public for Kings County.

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PASSAIC AND NEW YORK RAILROAD COMPANY.

To the Comptroller of the State of New Jersey:

In obedience to a law of the State of New Jersey, approved March 27th, 1874 (Revision, p. 916), requiring annual reports to be made to the Legislature and transmitted to the Comptroller by the railroad companies of the State, the Passaic and New York Railroad Company presents the following report for the year ending December 31st, 1890:

Capital stock issued	$70,000 00
Bonded debt	70,000 00
Cost of road and equipments	$140,000 00

The road extends from Passaic City to a connection with the New York, Susquehanna and Western Railroad, near Bochelle Park, N. J., a distance of three miles.

It is leased to the New York, Susquehanna and Western Railroad Company, at an annual rental of $4,200 and taxes. The particulars of the operations and expenditures have been kept as a part of the general account of that company, and cannot be more particularly specified.

It is equipped and operated by the New York, Susquehanna and Western Railroad Company, and the further information required by law is furnished by that company, and is annexed hereto.

State of New York, New York County, *ss.*—John P. Rafferty, being duly sworn, on his oath says that he is Treasurer of the Passaic and New York Railroad Company, and that the foregoing statement is true and correct, to the best of his knowledge and belief.

J. P. RAFFERTY.

Sworn and subscribed before me this 11th day of February, A. D. 1891.

RICHD. C. SHIMEALL,
Notary Public for Kings County.

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ACCIDENTS.

None.

State of New York, County of New York, *ss.*—Simon Borg, the President of the New York, Susquehanna and Western Railroad Company, being duly sworn, says that the accounts of the operations and expenditures of the Passaic and New York Railroad Company are merged in the general accounts of the New York, Susquehanna and Western Railroad Company, and that the foregoing statement of accidents occurring on the Passaic and New York Railroad, during the year ending December 31st, 1890, is correct and true, to the best of his knowledge, information and belief.

SIMON BORG,
President.

Sworn and subscribed before me this 11th day of February, A. D. 1891.

RICHD. C. SHIMEALL,
Notary Public for Kings County.

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THE PATERSON AND HUDSON RIVER RAILROAD COMPANY.

To the Legislature of the State of New Jersey:

The Treasurer of the Paterson and Hudson River Railroad Company respectfully reports:

That the capital of this company is now		$630,000 00
The cost of said road, including land, depot buildings and appurtenances, is		630,000 00
There is no funded debt of this company.		
The rent of the road is		*53,400 00
One dividend, January, 4 per cent	$25,200 00	
One dividend, July, 4 per cent	25,200 00	
Total amount of dividends, 1890		$50,400 00

This said road, being under lease, and managed by another company, sanctioned by the Legislature of this State, this company has no other knowledge of mattters than the above statement, all of which is respectfully submitted January 2d, 1891.

J. S. ROGERS,
President.

Passaic County, *ss.*—J. S. Rogers, being duly sworn, on his oath saith that he is President of the Paterson and Hudson River Railroad Company, and that the foregoing report is true, to the best of his knowledge and belief.

J. S. ROGERS.

Sworn and subscribed January 2d, 1891, before me.

JOHN HOPPER,
Master in Chancery of New Jersey.

To the Comptroller of the State of New Jersey:

In obedience to a law of the State of New Jersey, approved March 27th, 1874 (Revision, p. 916), requiring annual reports to be made to

*See Tabular Statement.

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the Legislature and transmitted to the Comptroller by the railroad companies of the State, the New York, Lake Erie and Western Railroad Company, lessees of the Paterson and Hudson River Railroad, presents the following report for the year ending December 31st, 1890:

The road extends from Paterson to Weehawken, a distance of twelve and fifty-seven hundredths miles.

It is leased to the New York, Lake Erie and Western Railroad Company, at an annual rental of $48,400.

It is equipped and operated by the New York, Lake Erie and Western Railroad Company, and the further information required by law is furnished by that company, and is annexed hereto.

State of New York, City and County of New York, *ss.*—Augustus R. Macdonough, Secretary of the New York, Lake Erie and Western Railroad Company, being duly sworn, says that the accounts of the operations and of the earnings and expenditures of the Paterson and Hudson River Railroad are merged in the general accounts of the New York, Lake Erie and Western Railroad, the lessee, and that the accompanying statement of accidents occurring on the line of the Paterson and Hudson River Railroad during the year ending December 31st, 1890, is correct and true, to the best of his knowledge, information and belief.

AUG. R. MACDONOUGH.

Subscribed and sworn to before me this 13th day of April, 1891.

GEO. E. GRANT,
Notary Public New York City and County.

ACCIDENTS.

For the year ending December 31st, 1890.

January 1st.—Wm. Rowley, brakeman, age 27, while making a coupling in Bergen yard, in extra freight train, at 5:15 A. M. had his right arm caught and badly crushed; was not using coupling stick.

January 6th.—Michael Donnelly, brakeman, age 34, while making a coupling, at 5 A. M., in Bergen yard, in yard train, engine 625, had

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first finger of right hand caught and cut off at second joint; was not using coupling stick.

January 14th.—E. A. Hallway, car repairer, age 65, while attempting to climb over cars in a yard train, engine 518, at 3:35 P. M., in Jersey City yard, slipped and fell between the cars and had left leg run over and crushed.

January 16th.—Joseph Hennesy, switchman, age 21, while attempting to make a coupling in a switching train, engine 403, A. Burk, conductor; C. Vreeland, engineer, at 10 A. M., in Jersey City yard, had thumb of right hand caught and crushed; was not using coupling stick.

January 17th.—Joseph P. Haugh, brakeman, age 28, while making a coupling in extra 701, C. W. Brown, conductor; A. Bell, engineer at, 4:45 A. M., in Pen Horn yard, had three fingers of right hand caught and crushed; he was using coupling stick.

January 17th.—Tim O'Connor, switchman, age 28, while pulling a pin between two cars, in yard train, engine 408, R. Hickson, engineer, at 10 P. M., in Jersey City yard, the engineer saw his lamp go out, and stopped; he went back and found O'Connor sitting upright, outside of rail, with head and shoulders resting against truck of car; his neck was broken and right thumb crushed; we have been unable to ascertain the cause of this accident.

January 22d.—Martin White, brakeman, age 38, while making a coupling in train 137, engine 70, —— Lemon, conductor; —— Sally, engineer, at 9:20 A. M., in Jersey City yard, had his right foot caught in guard-rail and run over and badly crushed.

January 24th.—Unknown man, age about 30, was found at 6 A. M., in Bergen yard, having been run over by some unknown train; he died from his injuries the same day.

January 25th.—H. S. Herrick, switchman, age 29, while making a coupling in freight train, engine 438, —— Greenleaf, conductor; —— Quackenbush, engineer, at 3:30 A. M., in Jersey City yard, had his left hand caught between bumpers and badly bruised; he was not using coupling stick.

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January 28th.—Herman Eissner, age 35, while gates were down at Grove street, Jersey City, at 6:05 P. M., Eissner went under the gates, and was struck by train 235, engine 100, —— Broe, conductor; —— Phillips, engineer; he was badly cut and bruised about the head and body.

January 30th.—Wm. H. Hallidy, flagman, age 23, while cutting loose between two cars in train 138, engine 119, —— Junius, conductor; —— Dolan, engineer, at 3:05 P. M., at Bergen, fell from car, was run over and instantly killed.

February 6th.—Michael Quinlan, car cleaner, age 42, attempted to run across tracks ahead of caboose that was being backed by engine 8, —— Onderdonk, engineer, at 10:45 P. M., in Jersey City passenger shed, was struck, run over and instantly killed.

February 11th.—Jacob Loevens, switchman, age 35, in stepping out of the way of engine in Jersey City yard, at 7:15 A. M., stepped on westward track in front of engine 437, engineer, M. Rounds; he was knocked down and had right leg run over, and cut off at the knee.

February 15th.—James Hughes, switchman, age 26, while making a coupling in a switching train, engine 1, C. Howard, engineer, at 10:20 A. M., in Jersey City yard, had thumb of left hand caught and crushed; he was not using coupling stick.

February 19th.—Mrs. Sarah Brainwood, age 50, while picking coal on the track at 3:23 P. M., at Bergen, was struck by train 5, engine 319, —— Doremus, conductor; —— Bonk, engineer, and instantly killed.

February 21st.—Fred. H. Smart, switchman, age 29, while walking too close to track at 5:00 P. M., in Jersey City yard, was struck by extra train, engine 550, —— Barnitz, conductor; —— Evans, engineer, bruising him badly about the back.

February 22d.—Joseph Zeigelmuller, age 72, while picking coal along the track at 4:30 P. M., at Rutherford Junction, stepped on track in front of train 29, engine 180, —— Bemrose, conductor, Wm. Early, engineer; he was struck and instantly killed.

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February 24th.—Evi Litts, brakeman, age 18, while making a coupling in extra train east, engine 704, —— Coyne, conductor; —— Sally, engineer, at 12:10 A. M., in Pen Horn yard, had left hand caught and badly crushed; was not using coupling stick.

February 26th.—Michael Coper, age 19, attempted to climb between cars in a switching train, engine 436, H. Vreeland, engineer, at 11:20 A. M., in Jersey City yard, had his left foot caught between bumpers and badly bruised.

February 28th.—John Shea, watchman, age 42, while examining seals on some cars in Jersey City yard, at 10:50 A. M., stepped back in front of train 89, engine 147 —— Barnes, conductor; —— Clark, engineer, he was struck and received injuries from which he died March 14th, 1890.

March 6th.—Wm. Sullivan, switchman, age 24, while making a coupling in yard train, engine 610, J. Reiner, engineer, at 7:30 P. M., in Jersey City yard, had right hand caught between drawheads and badly crushed; he was not using coupling stick.

March 8th.—Mrs. Fanny Geer, age 30, after having alighted from train 63, at 5:56 P. M., at Clifton, attempted to cross the tracks in front of engine 105, W. Daty, engineer; she was thrown down by bumper on engine and received a severe shock and bruises about the body.

March 11th.—John Burns, switchnan, age 24, while making a coupling in yard train, engine 409, —— Herring, engineer, at 10:30 P. M., at Jersey City, had first finger of right hand caught and crushed; was not using coupling stick.

March 14th.—James Campbell, age 33, and John Corcoran, age 21, tramps, while walking on track at 7:25 P. M., at Bergen, were struck by train 29, engine 97, —— Lemon, conductor; —— Steel, engineer. Campbell was instantly killed; Corcoran died from his injuries the next day.

March 20th.—James Scott, brakeman, age 33, while pulling a pin in extra freight, engine 517, —— Kunkle, conductor; —— Hector, engineer, at 1:15 A. M., at Pen Horn, had his right arm caught and broken at elbow.

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March 22d.—Abram C. Sherwood, age 43, a passenger on train 50, engine 105, —— Jillet, conductor; —— Carlough, engineer, at 5:35 A. M., at Clifton, the track spread, derailing two coaches; Sherwood was thrown against a seat and had his right hip partially dislocated.

March 25th.—Timothy Shay, age 12, in attempting to get on a freight train, at 2:20 P. M., at Bergen, for the purpose of stealing a ride, fell off, was run over and instantly killed. Engine 559, Geo. Truax, engineer.

March 28th.—Henry Reid, switchman, age 33, attempted to cross the tracks in front of train 50, engine 106, —— Jillet, conductor; —— Carlough, engineer, at 5:58 A. M., at Bergen; he was struck and received injuries from which he died the next day.

April 2d.—Matthew Boyne, age 30, trackman; Patrick Breen, age 50, freight handler. These two men were walking down through Jersey City yard at 12:45 P. M.; as engine 420, A. F. Warren, engineer, was backing some cars, the men stepped on track directly in front of the cars; Boyne was instantly killed and Breen was badly bruised about the body.

April 10th.—John M. Buchanan, brakeman, age 22, went in to get a link between two cars in extra freight train, engine 553, J. Feeney, conductor; J. County, engineer, at 7:15 A. M., at Bergen; he was caught between bumpers and received injuries from which he died the same day.

April 29th.—Martin McIntyre, flagman, age 21, was standing between eastward and westward main tracks in Jersey City yard at 8:12 A. M.; he stepped backwark on to westward track in front of New Jersey and New York train No. 1, engine 5, —— Blauvelt, conductor; —— Doremus, engineer; he was struck, and received injuries from which he died the same day.

May 3d.—Thos. Higham, carpenter, age 44, attempted to get on train 62, engine 108, —— Lupton, conductor; —— Shafer, engineer, at 6:22 A. M., at Rutherford, after train had started from station; he fell and had left leg run over and crushed.

May 12th.—John Barton, baggageman, age 40, while sitting on a baggage truck in Jersey City passenger house, at 10:20 P. M., the

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truck stood too near the track, and when train 132, engine 172, —— Boughner, conductor; —— Morgan, engineer, entered the shed, some part of the train struck the truck and slewed it around; Barton fell under the wheels and had both legs cut off; died from his injuries May 24th.

May 18th.—Dennis Coleman, age 28, switchman, on engine 409, —— Henning, engineer, while making a coupling in Jersey City yard, at 9 A. M., had his right hand caught and badly crushed; was not using coupling stick.

May 19th.—Deajofiah de Bonis, age 24, was found on station platform at Lakeview at 11:16 P. M., with his skull fractured. It is not known how he came by his injuries, but it is supposed he attempted to get on some train to steal a ride. Died from his injuries the next morning.

May 22d.—Mrs. S. Wetemitter, age 53, while picking coal along the track at 4:25 P. M., at Pen Horn, was struck by train 117, engine 80, Geo. Cook, conductor; engineer, —— Merritt. She was instantly killed.

May 23d.—William Dennis, brakeman, age 25, while making a coupling in extra train, engine 548, at 8:20 P. M., at Pen Horn, had his right hand caught and badly crushed; was not using a coupling stick.

May 26th.—John J. Grady, switchman, age 24, while making a coupling in yard train, engine 402, J. Mellen, engineer, at 9:10 P. M., in Jersey City yard, had his right arm caught and badly bruised; was not using stick.

June 2d.—William Millard, age 73, went under the gates at Straight street crossing, Paterson, at 3:20 P. M., and attempted to cross the tracks in front of train 113, engine 111, C. Ward, conductor; E. Black, engineer; he was struck and instantly killed. The gateman called to him to stop, but being partly demented and deaf, Millard paid no attention.

June 6th.—William Martin, switchman, age 30, while pulling a pin between two cars in yard train, engine 408, J. Drummond, engineer, at 3 A. M., in Bergen yard, had his right hand caught and badly bruised.

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June 9th.—James Pierson, age 47, attempted to get on train 327, engine 80, G. Cooke, conductor; W. Blanck, engineer, while train was in motion, at 6:40 P. M., at east end of tunnel; he fell off and had his right arm run over and badly crushed.

June 11th.—John Quinn, brakeman, age 27, on engine 400, D. Winfield, engineer, while changing a link between two cars, at 9:40 P. M., at Bergen, he fell down and was run over; he died from his injuries the next day.

June 11th.—Thos. Burke, switchman, age 54, while turning a switch at 2:45 P. M., in Jersey City yard, went too close to track and was struck by engine 409, J. Herring, engineer, and had his right shoulder dislocated.

July 2d.—John O'Brien, tunnel watchman, age 48, was found dead in the tunnel at 6:40 P. M., having been struck and killed by some unknown train.

July 4th.—Patrick J. Tarmey, brakeman, age 25, on engine 417, Jas. Welde, engineer, while making a coupling at 4:20 A. M., at Bergen, had his left arm caught and broken at elbow and badly bruised; was not using coupling stick.

July 5th.—Michael Hines, laborer, age 46, went under gates at Straight street, Paterson, at 6 P. M., and was struck by train 121, engine 178, —— Carpenter, conductor; —— Stansbury, engineer, and instantly killed; he was very much intoxicated.

July 13th, Peter Bush, yardmaster, age 46, while walking on track in Jersey City yard at 10:15 A. M., was struck by engine 432, C. George, engineer. He received a bad cut in scalp and had right hip badly bruised.

July 14th.—Joseph Schmeisser, brakeman, age 26, while making a coupling at 10:35 A. M, at Bergen, in yard train, engine 408, T. Breton, engineer, had his right hand caught, badly crushing the two middle fingers; was using stick.

July 21st.—Wilhelm Wulling, age 45, attempted to drive across the tracks at Secaucus, at 9:15 A. M., in front of train New Jersey and New York 3, engine 1; the wagon was struck and Wulling

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thrown out and instantly killed. A boy, Fred. Rudolph, age 5 years, was also thrown from the wagon and received some slight bruises. Proper signals were given for the crossing.

July 25th.—Sam Lee, Chinaman, age 30, attempted to run across the tracks in front of train 16, engine 171, —— Davenport, conductor; —— Palmatier, engineer, at 8:51 A. M., at Passaic, was struck and instantly killed. Proper signals were given for the crossing.

August 11th.—George Kalidskie, laborer, age 36, while attempting to climb between some cars handled by yard engine 438, C. Banta, engineer, at 9:20 A. M., in Jersey City yard, had his right foot caught between bumpers and badly crushed.

August 14th.—Wm. Teeter, switchman, age 26, while making a coupling in yard train, engine 409, —— Henning, engineer, at 8 P. M., in Jersey City yard, had left hand caught, crushing the thumb; he was not using coupling stick.

August 16th.—Fred. Wegatsky, galvanizer, age 45, while attempting to cross the tracks ahead of cars that were being handled by engine 726, T. Whalen, engineer, at 7:20 A. M., in Bergen yard, was struck and had both legs run over and badly crushed. Died from his injuries the same day.

August 19th.—James Mulligan, brakeman, age 22, fell from extra train east, engine 550, —— Kindery, conductor; —— Evans, engineer, at 8:05 P. M., at Hackensack bridge, causing concussion of the brain, from which he has since recovered.

August 21st.—Edward Vreeland, brakeman, age 34, got off engine 194, at Henderson street crossing, Jersey City, at 9:20 A. M.; he stepped on eastward track directly in front of train 214, engine 213, —— Graham, conductor; —— Demarest, engineer. He was struck and had left foot run over and badly crushed.

August 23d.—John H. May, engineer, age 23, on train 52, Geo. Jillett, conductor; while train was passing through Bergen yard, at 6:05 A. M., May was leaning out of cab window looking down at driving boxes, when he struck his head against distant signal, crushing his skull. He died before reaching the hospital.

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August 29th.—James Murray, age 30, brakeman on engine 413, L. Conklin, engineer, while pulling a pin at 4:05 P. M., at Bergen, caught his foot in frog, was run over and instantly killed.

August 31st.—M. Offenhauser, age 55, attempted to run across the tracks in front of train 84, engine 84, at 7:25 P. M., at Secaucus. Conductor, F. Snook; engineer, J. W. Bogert. He was run over and instantly killed. The engineer did not see him until he was struck, as he stepped on track from behind another train.

September 9th.—Louis Luchiski, age 48, went under gates at Grove street, Jersey City, at 8:13 A. M., and attempted to cross the tracks in front of train 108, engine 105, H. B. Lupton, conductor; Wm. Dooley, engineer. He was struck and instantly killed. The gateman attempted to stop him, but did not succeed.

September 12th.—Mathew Mullane, switchman, age 28, while climbing up ladder of a box-car in train handled by engine 439, Saml. Bend, engineer, at 11:05 A. M., in Jersey City yard, fell down between cars, was run over and instantly killed.

September 18th.—Leonard B. Barrett, switchman, age 23, while pulling a pin in yard train, engine 436, H. Vreeland, engineer, at 8:45 P. M., in Jersey City yard, caught his foot in guard-rail and was thrown down; his left leg was run over and cut off below knee.

September 30th.—Geo. S. Appleton, age 35, went under the gates at Straight street, Paterson, and attempted to cross the tracks in front of train 67, engine 172, G. Cook, conductor; Geo. Morgan, engineer, at 12:14 A. M. He was struck and instantly killed. The gateman tried to prevent him from crossing, but he paid no attention.

October 23d.—Owen Reddick, age 45, was stealing a ride on front end of engine 432, at 9:13 A. M., in Jersey City yard, jumped off at Henderson street directly in front of train 412, engine 166, —— Day, conductor; —— Myers, engineer. He was struck and received injuries from which he died the next day.

October 23d.—Charles Haley, age 28, brakeman on train 33, engine 308, G. Cook, conductor; —— Outwin, engineer, as train was passing Bergen at 1:25 P. M., in some unknown manner fell from the train, was run over and instantly killed.

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November 6th.—Wm. Quirck, age 32, had been stealing a ride on forward end of baggage car in train 30, engine 320, —— Harding, conductor; —— Schribner, engineer; when train was pulling into train shed at Jersey City, at 7:15 P. M., he jumped from train, fell, was run over, and received injuries from which he died at St. Francis Hospital the next day.

November 17th.—Frank Simpson, age 28, brakeman on engine 553, I. Cole, engineer, while making a coupling at 8:05 A. M., in Bergen yard, had right hand caught, crushing thumb so badly that it had to be amputated; he was not using coupling stick.

November 20th.—Chas. Meyers, switchman, age 22, while making a coupling in yard train, engine 402, R. Hickson, engineer, at 5:50 A. M., in Jersey City yard, had thumb of right hand caught and badly bruised; he was not using coupling stick.

November 21st.—Henry Bemhart, brakeman, age 21, while making a coupling in extra train, engine 716, G. Halstead, conductor; A. Davis, engineer, at 12:30 P. M., in Bergen yard, had his right hand caught and badly crushed; he was not using coupling stick.

December 3d.—Michael Reilly, brakeman, age 30, while pulling a pin in extra train east, engine 740, C. Corey, conductor; A. Smith, engineer, at 5:50 A. M., at Bergen, had right forearm caught and severely crushed; no bones broken.

December 3d.—Adam Sulls, trackman, age 27, while cleaning snow from the track at 11:15 A. M., at Bergen, was struck by New Jersey and New York train 12, engine 1, —— Hall, conductor; —— Voorhees, engineer; he received a severe contusion of left arm and hip.

December 6th.—Watson Perry, age 25, brakeman on engine 173, J. Drummond, engineer, while making a coupling at 3:30 A. M., at Bergen, had his right hand caught and badly crushed; he was not using coupling stick.

December 8th.—John Lavin, flagman, age 32, at Henderson street crossing, Jersey City, as engine 732 was backing down on No. 4 track, at 6:45 P. M., Lavin stepped over on No. 5 track in front of

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light engine 169, B. Cole, engineer; he was struck and received injuries from which he died the next day.

December 8th.—Francis Rogan, fireman, age 21, in attempting to get on engine 732, C. E. Crane, engineer, at round-house at Bergen, at 5:45 P. M., was caught between engine and post used for holding back doors of round-house; he received injuries from which he died December 11th.

December 9th.—John Mahoney, age 17, was found dead at 6:45 P. M., at east end of tunnel, Jersey City, evidently having boarded some train at Jersey City to ride to tunnel, and in jumping off met with his injuries, which must have caused almost instant death.

December 10th.—Chas. Veltman, age 22, brakeman on yard engine 406, F. Mandeville, engineer, attempted to cross between two cars in the train, when the cars came together and he was caught between bumpers and received injuries from which he died shortly afterwards.

December 12th.—Herman Kelkenburg, brakeman, age 25, stepped from his train at east end of tunnel, Jersey City, at 9:22 P. M., directly in front of train 430, engine 182, —— Ginnochio, conductor; —— Myers, engineer. He was struck and received injuries from which he died the same day.

December 21st.—Peter Flannigan, crossing flagman, age 20, was standing between tracks at Grove street crossing, Jersey City, at 5:05 A. M.; as train 17 approached he stepped back in front of engine 713, J. Drummond, engineer; he was struck, and had left hand run over and so badly crushed that it had to be amputated at the wrist.

December 24th.—John Henry, age 59, attempted to drive across the tracks at Cole street, Jersey City, at 5:10 P. M., directly in front of extra train east, engine 162, F. A. Snook, conductor; Frank Hoar, engineer. The wagon was struck, and Henry received injuries from which he died the same day. The crossing-man did all in his power to prevent the man from crossing, but he paid no attention.

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December 31st.—Patrick Foley, switchtender, age 35, in stepping back out of the way of a train was struck by some empty coaches that were being switched in Jersey City yard, at 6:15 P. M.; he had his right leg run over and so badly crushed that it had to be amputated. It is not known what coaches struck him, as no one witnessed the accident and he does not know himself.

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PATERSON, NEWARK AND NEW YORK RAILROAD COMPANY.

To the Comptroller of the State of New Jersey:

In obedience to a law of the State of New Jersey, approved March 27th, 1874 (Revision, p. 916), requiring annual reports to be made to the Legislature and transmitted to the Comptroller by the railroad companies of the State, the Paterson, Newark and New York Railroad Company presents the following report for the year ending December 31st, 1890:

Capital stock paid in	$250,000 00
Bonded debt	500,000 00
Floating debt—None.	
Cost of road	$545,433 29

The road extends from Paterson to Newark, a distance of eleven miles.

It is leased to the New York, Lake Erie and Western Railroad Company at an annual rental of $35,000.

It is equipped and operated by the New York, Lake Erie and Western Railroad Company, and the further information required by law is furnished by that company, and is annexed hereto.

State of New York, New York City and County, *ss.*—Cortlandt Parker, being duly sworn, on his oath says that he is President of the Paterson, Newark and New York Railroad Company, and that the foregoing statement is true and correct, to the best of his knowledge and belief.

CORTLANDT PARKER.

Sworn and subscribed before me this 9th day of April, A. D. 1891.

GEO. E. GRANT,
Notary Public New York City and County.

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RECEIPTS AND EXPENSES FOR 1890.

Income from passengers	$79,847 14
Income from freight	61,288 13
Income from other sources	5,503 27
Total	$146,638 54
Rental	$35,000 00
Expenditures during the year for working road, including repairs, maintenance of way, motive power and contingencies	$98,113 59

Dividends paid during the year 1890, and how paid—None were paid.

State of New York, City and County of New York, *ss.*—Augustus R. Macdonough, being duly sworn, says that he is the Secretary of the New York, Lake Erie and Western Railroad Company, lessee of the Paterson, Newark and New York Railroad, and that the foregoing statement of receipts and expenditures, and also the accompanying statement of accidents occurring during the year 1890 on that road, are true, according to the best of his knowledge, information and belief.

AUG. R. MACDONOUGH.

Subscribed and sworn before me this 13th day of April, A. D. 1891.

GEO. E. GRANT,
Notary Public New York City and County.

ACCIDENTS.

During the year ending December 31st, 1890.

June 10th.—Miss A. Shields, age 19, while walking along the track at 5:36 P. M., near Grant avenue station, was struck by train 326, engine 179, J. Hunt, conductor; F. Hoar, engineer, as she attempted to cross the tracks in front of the train; she received a deep cut in the back of the head, and was also bruised about the body.

August 19th.—James Kenny, age 30; Mrs. Isabella Bostleman, age 30; Mrs. Claudine Earl, age 25. They attempted to drive across the tracks at William street, Belleville, in front of train 328, engine 171, J. S. Palmatier, conductor; D. P. Shultz, engineer, at 6:25 P. M.

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The wagon was struck; Mrs. Bostleman was instantly killed, J. Kenny received injuries from which he died on August 21st, and Mrs. Earl received a slight scalp wound and shock. There is an automatic bell at this crossing, which was ringing at the approach of the train; whistle was also sounded and bell rung for the crossing; the train could not be stopped in time to avoid the accident.

October 22d.—Thomas Crilly, fireman, age 21, as train 304, engine 162, J. Harden, conductor; F. Hoar, engineer, was rounding curve at South Paterson, Crilly, in some unknown manner, fell from engine and was badly cut and bruised about the body.

November 27th.—Robert Craney, age 32; John Derby, age 38; at 6:33 P. M., train extra 84 east, engine 84, —— Carter, conductor; —— Hough, engineer, ran into rear end of extra 111 east, engine 111, —— Ward, conductor; —— Black, engineer, at Nutley. Craney had four ribs broken, and Derby had three ribs broken, caused by being thrown against the opposite seats; three other passengers received slight scratches, did not need medical attendance. The accident was caused by careless running on the part of Engineer Hough, who has been dismissed from the service; operator J. J. Breslin, at Franklin, was also dismissed for failure to have semaphore signal lighted.

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PATERSON AND RAMAPO RAILROAD COMPANY.

To the Legislature of New Jersey:

Report of the Paterson and Ramapo Railroad Company for the year ending December 31st, 1890:

Capital stock actually paid in		$298,000 00
Cost of road, including land and all expenditures		350,000 00
Income—		
Rent of road, including rent of Union Railroad Company, assigned to this company		$30,000 00
Dividends paid in cash—		
January 2d, 1890, 4 per cent	$11,920 00	
July 2d, 1890, 4 per cent	11,920 00	
		$23,340 00
Expenses for contingencies, taxes, &c		$3,077 43

The said road, being under lease to another company, sanctioned by the Legislature of this State, and being maintained and operated by the New York, Lake Erie and Western Railroad Company, successor and assignee of the lessee, this company has no knowledege of the other matters required.

J. S. ROGERS,
President.

New Jersey, *ss.*—Jacob S. Rogers, being duly sworn, on his oath saith that he is President of the Paterson and Ramapo Railroad Company, and that the foregoing report is true, to the best of his knowledge and belief.

J. S. ROGERS.

Sworn and subscribed January 3d, 1891, before me.

JOHN HOPPER.
Master in Chancery State of New Jersey.

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To the Comptroller of the State of New Jersey:

In obedience to a law of the State of New Jersey, approved March 27th, 1874 (Revision, p. 916), requiring annual reports to be made to the Legislature and transmitted to the Comptroller by the railroad companies of the State, the New York, Lake Erie and Western Railroad Company, lessee of the Paterson and Ramapo Railroad, presents the following report for the year ending December 31st, 1890:

The road extends from Paterson, New Jersey, to the State line between Bergen county and the State of New York, a distance of fifteen and five-hundredths miles.

It is leased to the New York, Lake Erie and Western Railroad Company at an annual rental of $26,500.

It is equipped and operated by the New York, Lake Erie and Western Railroad Company, and the further information required by law is furnished by that company, and is annexed hereto.

State of New York, City and County of New York, *ss.*—Augustus R. Macdonough, the Secretary of the New York, Lake Erie and Western Railroad Company, being duly sworn, says that the accounts of the operations and of the earnings and expenditures of the Paterson and Ramapo Railroad are merged in the general accounts of the New York, Lake Erie and Western Railroad Company, the lessee, and that the accompanying statement of accidents occurring on the Paterson and Ramapo road during the year ending the 31st day of December, 1890, is correct and true, to the best of his knowledge, information and belief.

AUG. R. MACDONOUGH.

Subscribed and sworn before me this 13th day of April, 1891.

GEO. E. GRANT,
Notary Public New York City and County.

ACCIDENTS.

February 22d.—N. E. Noonan, age 30, was found lying alongside of track at 6:30 A. M., one mile west of Ramseys, in an unconscious condition, and injured internally, having been struck by some unknown train; he died from his injuries without having regained consciousness.

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April 26th.—Frederick Brown, age 31, while walking along the track between Clay street crossing and Lambert's mills, Paterson, at 7:10 P. M., attempted to cross the tracks in front of train 71, engine 172, J. Garrison, conductor; J. Kathan, engineer, was struck and received injuries from which he died the same day.

May 1st.—Vita di Nobile, laborer, age 34, in attempting to get on a car in construction train, engine 162, —— Gevians, conductor; —— Dolan, engineer, fell off, was run over and received injuries from which he died the same day. Accident happened at Waldwick at 10:55 A. M.

May 7th.—Walter G. Suttle, age 12. While engine 445, G. Cooper, engineer, was backing Forepaugh's circus train into Paterson yard, Suttle attempted to climb into the supply-box under one of the cars; he caught his foot in a switch, was run over and instantly killed.

May 30th.—Rappac Dotia, laborer, age 26. As train 4, engine 308, —— Doremus, conductor; —— Caskey, engineer, was passing Allendale at 10:20 A. M., eccentric of engine 308 broke and a piece of it struck Dotia on left leg, breaking it below knee.

June 6th.—Patrick Collins, age unknown, was found at Ridgewood Junction at 8:50 P. M., with compound fracture of the skull and left hand cut off, having been run over by some unknown train. He died from his injuries the same night.

June 24th.—Clinton Wanamaker, age 2 years, had strayed away from home and got on the track one-half mile west of Mahwah, at 10:27 A. M. He was struck and fatally injured by train 60, engine 172, H. Grew, conductor; G. Morgan, engineer. The train had just rounded a curve and the engineer could not stop in time to avoid the accident.

July 6th.—Michael McCann, age 40, in jumping from train 622, engine 445, J. Collins, conductor; G. Cowan, engineer, at 8:55 P. M., at Paterson, fell and had his left leg run over, crushing the ankle badly. He died next day from shock and exhaustion.

July 10th.—John Gesiman, age 40, attempted to get on train extra east, engine 51, T. Jordan, conductor; J. Cooney, engineer.

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At 9 A. M., at Paterson, he fell off, was run over, and received injuries from which he died the same day.

July 29th.—Mamie Warren, age 12 years; Nellie Warren, age 13 years; Jennie Warren, age 10 years; Willie Warren, age 5 years; Jennie Dreuster, age 12 years. These children were walking on the westward track on the West Paterson bridge as train 328, engine 171, D. Schultz, conductor; J. S. Palmatier, engineer, was approaching. The engineer did not see them until he came on the bridge, when he blew the whistle and reversed the engine, but could not stop in time to avoid striking the children, who all seemed paralyzed with fear and stood perfectly still in center of track. Nellie and Mamie Warren and Jennie Dreuster were instantly killed; the other two were only slightly injured and recovered in a short time.

August 2d.—Mrs. Margaret Williams, age 49, attempted to cross the tracks in front of train 16, engine 305, —— Davenport, conductor; —— Lewis, engineer, at 8:30 A. M., at Ramseys, was struck and instantly killed. The engineer sounded whistle and rang the bell, and Mrs. Williams stopped, but started again to run across and was struck.

August 2d.—Tunis Tambour, age 13, while stealing a ride on train extra east, engine 550, F. Miller, conductor; S. Evans, engineer, when train was passing River street, Paterson, his hat blew off and in attempting to get off the train he fell under the wheels, was run over and instantly killed.

August 11th.—Unknown man, age about 45, was found lying down the bank, near Undercliffe, at 5 A. M., with his head badly cut, jaw broken and internal injuries; he had evidently been struck by some unknown train. He died from his injuries August 14th.

August 15th.—Fayette Townsend, fireman, age 32, in jumping from engine 322, Ed. Sally, engineer, at 4:38 P. M., at West Paterson, fractured his right ankle.

September 14th.—Linnalo Domanneer, laborer, age 45, while walking on track in company with other Italian laborers, failed to get far enough out of the way of train 1, engine 307, D. Manderith, conductor; M. Shope, engineer, at 10:30 A. M., near Hawthorne, and

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was struck and instantly killed. His companions warned him to get out of the way, but he paid no attention.

September 16th.—Joseph Dominica, laborer, age 35, while working on track, at Waldwick, at 3 P. M., was struck and fatally injured by train 55, engine 105, H. B. Lupton, conductor; —— Dooley, engineer. Whistle had been sounded and the men were warned to get off the track by the foreman; all got off except Dominica.

November 4th.—James Greendyke, age 13, attempted to get on extra train east, engine 710, —— Eglinger, conductor; —— Kenney, engineer, at 3:05 P. M., at Ridgewood Junction, to steal a ride; he fell under wheels and had right leg broken and left leg badly cut below knee.

November 8th.—John Taylor, age 18, laborer, jumped from train extra east, engine 724, —— Hull, conductor; —— Brown, engineer, at 12:30 P. M., at Allendale; he fell and had left leg broken below the knee.

December 22d.—W. E. Searle, switchman, age 27, while pulling a pin, at 8:15 A. M., in Paterson yard, in train handled by yard engine 445, G. Bowen, engineer, caught his foot in guard-rail, was run over and received injuries from which he died the same day.

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PENNSYLVANIA, POUGHKEEPSIE AND BOSTON RAILROAD COMPANY.

To the Comptroller of the State of New Jersey:

In obedience to a law of the State of New Jersey, approved March 27th, 1874 (Revision, p. 916), requiring annual reports to be made to the Legislature and transmitted to the Comptroller by the railroad companies of the State, the Pennsylvania, Poughkeepsie and Boston Railroad Company presents the following report for the year ending December 31st, 1890:

Capital stock paid in	$1,750,000 00
Bonded debt	1,750,000 00
Floating debt	1,238,375 64
Cost of road and equipments	$4,738,375 64

Dividends paid during the year 1890, and how paid—None.

The road extends from Slatington, Pa., to Campbell Hall, N. Y., a distance of ninety-five and four-hundredths miles.

RECEIPTS AND EXPENSES FOR 1890.

Income from passengers	$19,719 95
Income from freight	90,560 36
Income from other sources	3,972 80
Total	$114,253 11
Expenditures during the year for working road, including repairs, maintenance of way, motive power and contingencies	$234,877 98

State of Pennsylvania, Philadelphia County, *ss.*—E. J. Fallon, being duly sworn, on his oath says that he is Auditor of the Pennsylvania, Poughkeepsie and Boston Railroad Company, and that the foregoing statement and the annexed statement of accidents on the said road during the year 1890, are correct and true, to the best of his knowledge and belief.

E. J. FALLON.

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Sworn and subscribed before me this 11th day of May, A. D. 1891.

MORRIS R. BOCKIUS,
Notary Public.

ACCIDENTS.

No accidents in New Jersey, causing personal injury, during the year.

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PERTH AMBOY AND WOODBRIDGE RAILROAD COMPANY.

To the Comptroller of the State of New Jersey:

In obedience to a law of the State of New Jersey, approved March 27th, 1874 (Revision, p. 916), requiring annual reports to be made to the Legislature and transmitted to the Comptroller by the railroad companies of the State, the Perth Amboy and Woodbridge Railroad Company presents the following report for the year ending December 31st, 1890:

Capital stock paid in	$194,020 00
Bonded debt	100,000 00
Floating debt—None.	
Cost of road	$294,032 71

The road extends from Rahway, N. J., to Perth Amboy, N. J., a distance of six and forty-hundredths miles.

It is operated by the Pennsylvania Railroad Company, by virtue of certain resolutions adopted by each company, which provide that said Pennsylvania Railroad Company shall operate the road, and after deducting from the gross receipts all proper operating expenses and customary charges for the use of rolling stock, pay over any moneys remaining to the Treasurer of said Perth Amboy and Woodbridge Railroad Company.

It is equipped and operated by the Pennsylvania Railroad Company, and the further information required by law is furnished by that company, and is annexed hereto.

State of Pennsylvania, Philadelphia City and County, *ss.*—Wm. J. Sewell, being duly sworn, on his oath says that he is President of the Perth Amboy and Woodbridge Railroad Company, and that the foregoing statement is true and correct, to the best of his knowledge and belief.

W. J. SEWELL,
President.

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Sworn and subscribed before me this 30th day of January, A. D. 1891.

HUGH B. ELY,
M. C. C. State of New Jersey.

RECEIPTS AND EXPENSES FOR 1890.

Income from passengers	$60,990 95
Income from freight	65,684 08
Income from other sources	4,772 50
Total	$131,447 53
Expenditures during the year for working road, including repairs, maintenance of way, motive power and contingencies	$57,498 47
Dividends paid during the year 1890, and how paid— December 31st, 1890, 6 per cent. in cash	$11,641 20

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PHILADELPHIA AND LONG BRANCH RAILROAD COMPANY.

To the Comptroller of the State of New Jersey:

In obedience to a law of the State of New Jersey, approved March 27th, 1874 (Revision, p. 916), requiring annual reports to be made to the Legislature and transmitted to the Comptroller by the railroad companies of the State, the Philadelphia and Long Branch Railroad Company presents the following report for the year ending December 31st, 1890:

Capital stock paid in	$765,000 00
Bonded debt	750,000 00
Cost of road and equipments	$1,513,768 00

The road extends from Pemberton Junction to head of Barnegat bay, and from Island Heights Junction to Island Heights, a distance of forty-seven and twenty-seven hundredths miles.

It is leased to the Pennsylvania Railroad Company, at an annual rental of excess of receipts over expenses.

It is equipped and operated by the Pennsylvania Railroad Company, and the further information required by law is furnished by that company, and is annexed hereto.

State of Pennsylvania, Philadelphia City and County, *ss.*—W. H. Wilson, being duly sworn, on his oath says that he is President of the Philadelphia and Long Branch Railroad Company, and that the foregoing statement is true and correct, to the best of his knowledge and belief.

W. H. WILSON.

Sworn and subscribed before me this 31st day of January, A. D. 1891.

HUGH B. ELY,
M. C. C. State of New Jersey.

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RECEIPTS AND EXPENSES FOR 1890.

Income from passengers	$56,728 81
Income from freight	20,949 56
Income from other sources	4,845 00
Total	$82,523 37

Expenditures during the year for working road, including repairs, maintenance of way, motive power and contingencies $108,509 98

Dividends paid during the year 1890, and how paid—None.

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PHILADELPHIA, MARLTON AND MEDFORD RAILROAD COMPANY.

To the Comptroller of the State of New Jersey:

In obedience to a law of the State of New Jersey, approved March 27th, 1874 (Revision, p. 916), requiring annual reports to be made to the Legislature and transmitted to the Comptroller by the railroad companies of the State, the Philadelphia, Marlton and Medford Railroad Company presents the following report for the year ending December 31st, 1890:

Capital stock paid in	$102,900 00
Bonded debt	76,000 00
Cost of road and equipments	$169,983 73

The road extends from Haddonfield to Medford, a distance of eleven and two-tenths miles.

It is leased to the Camden and Atlantic Railroad Company at an annual rental of total earnings in excess of expenses.

It is equipped and operated by the Camden and Atlantic Railroad Company, and the further information required by law is furnished by that company, and is annexed hereto.

State of Pennsylvania, Philadelphia City and County, *ss.*—G. B. Roberts, being duly sworn, on his oath says that he is President of the Philadelphia, Marlton and Medford Railroad Company, and that the foregoing statement is true and correct, to the best of his knowledge and belief.

G. B. ROBERTS.

Sworn and subscribed before me this 2d day of February, A. D. 1891.

HUGH B. ELY,
M. M. C. State of New Jersey.

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RECEIPTS AND EXPENSES FOR 1890.

Income from passengers	$13,402 21
Income from freight	5,467 38
Income from other sources	9,602 47
Total	$28,472 06

Expenditures during the year for working road, including repairs, maintenance of way, motive power and contingencies $26,880 29

Dividends paid during the year 1890, and how paid—None.

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RARITAN RIVER RAILROAD COMPANY.

To the Comptroller of the State of New Jersey:

In obedience to a law of the State of New Jersey, approved March 27th, 1874 (Revision, p. 916), requiring annual reports to be made to the Legislature and transmitted to the Comptroller by the railroad companies of the State, the Raritan River Railroad Company presents the following report for the year ending December 31st, 1890:

Capital stock paid in	$364,800 00
Bonded debt	243,000 00
Floating debt—Nominal.	
Cost of road and equipments	$607,800 00

Dividends paid during the year 1890, and how paid—No dividends paid, as railroad is not finished, and is being operated by the contractor under construction contract.

The road extends from South Amboy to New Brunswick, a distance of twelve miles.

RECEIPTS AND EXPENSES FOR 1890.

The road has been operated by the contractor; the company has not received any income therefrom.

State of New Jersey, Hudson County, *ss.*—Edward H. Ripley, being duly sworn, on his oath says that he is President of the Raritan River Railroad Company, and that the foregoing statement and the annexed statement of accidents on the said road during the year 1890, are correct and true, to the best of his knowledge and belief.

EDWARD H. RIPLEY.

Sworn and subscribed before me this 18th day of May, A. D. 1891.

KENT K. STEARNS,
Master in Chancery of New Jersey.

ACCIDENTS.

James English was run over at Roberts' Crossing, near South Amboy, in August, 1890, and killed.

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ROCKAWAY VALLEY RAILROAD COMPANY.

To the Comptroller of the State of New Jersey:

In obedience to a law of the State of New Jersey, approved March 27th, 1874 (Revision, p. 916), requiring annual reports to be made to the Legislature and transmitted to the Comptroller by the railroad companies of the State, the Rockaway Valley Railroad Company presents the following report for the year ending December 31st, 1890:

Capital stock	$189,800 00
Bonded debt	189,800 00
Floating debt	1,100 00
Cost of road and equipments	$190,900 00

Dividends paid during the year 1890, and how paid—None.

Our present floating debt, including the $1,100 and $8,212.16 as below, is	$9,312 16

The road extends from White House to Peapack, a distance of twelve miles.

RECEIPTS AND EXPENSES FOR 1890.

Income from passengers	$3,171 71
Income from freight	4,675 35
Income from other sources	677 42
Total	$8,524 48
Expenditures during the year for working road, including repairs, maintenance of way, motive power and contingencies	$11,175 57
Showing a deficit in expenditures over receipts of	$2,651 09

REMARKS.

Subscribers to the road received bonds, and like amount of stock was given each.

Of the floating indebtedness, $1,100 is against construction, and

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$8,212.16 is on account of indebtedness incurred in running the road since October, 1888, but as we are all the time extending our road we hardly expect to earn enough to operate our line until we reach a certain point, which will be early in 1892, we hope.

State of New Jersey, Hunterdon County, *ss.*—James H. Sayre, being duly sworn, on his oath says that he is Secretary of the Rockaway Valley Railroad Company, and that the foregoing statement and the annexed statement of accidents on the said road during the year 1890, are correct and true, to the best of his knowledge and belief.

JAMES H. SAYRE.

Sworn and subscribed before me this 7th day of February, A. D. 1891.

M. L. McCREA,
Commissioner.

ACCIDENTS.

In October, one employe (the conductor) received bad wound on left leg, which laid him up about six weeks.

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ROCKY HILL RAILROAD AND TRANSPORTATION COMPANY.

To the Comptroller of the State of New Jersey:

In obedience to a law of the State of New Jersey, approved March 27th, 1874 (Revision, p. 916), requiring annual reports to be made to the Legislature and transmitted to the Comptroller by the railroad companies of the State, the Rocky Hill Railroad and Transportation Company presents the following report for the year ending December 31st, 1890:

Capital stock paid in	$4,600 00

The road extends from Rocky Hill to Monmouth Junction, a distance of six and seventy-thousandths miles.

It is leased to the Pennsylvania Railroad Company at an annual rental of six per cent., payable as dividends to stockholders, June 1st and December 1st of each year.

It is equipped and operated by the Pennsylvania Railroad Company, and the further information required by law is furnished by that company, and is annexed hereto.

State of New Jersey, *ss.*—Stephen Voorhees, being duly sworn, on his oath says that he is Secretary and Treasurer of the Rocky Hill Railroad and Transportation Company, and that the foregoing statement is true and correct, to the best of his knowledge and belief.

STEPHEN VOORHEES.

Sworn and subscribed before me this 2d day of February, A. D. 1891.

LEROY H. ANDERSON,
M. C. C.

RECEIPTS AND EXPENSES FOR 1890.

Income from passengers	$2,323 72
Income from freight	2,857 48
Income from other sources	291 76
Total	$5,472 96

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Expenditures during the year for working road, including repairs, maintenance of way, motive power and contingencies $16,259 80

Dividends paid during the year 1890, and how paid—To Treasurer and by him to stockholders, June and December.

ACCIDENTS.

None.

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ROSELLE AND SOUTH PLAINFIELD RAILWAY COMPANY.

To the Comptroller of the State of New Jersey:

In obedience to a law of the State of New Jersey, approved March 27th, 1874 (Revision, p. 916), requiring annual reports to be made to the Legislature and transmitted to the Comptroller by the railroad companies of the State, the Roselle and South Plainfield Railway Company presents the following report for the year ending December 31st, 1890:

Capital stock paid in	$300,000 00
Bonded debt—None.	
Floating debt	274,146 43
Cost of road	$574,146 43

Dividends paid during the year 1890, and how paid—None.

The road extends from South Plainfield to Roselle Branch, a distance of ten and seventy-six thousandths miles.

The receipts and expenses are included in those of the Easton and Amboy Railroad Company, no separate account of same being kept.

State of Pennsylvania, Philadelphia County, *ss.*—David G. Baird, being duly sworn, on his oath says that he is Secretary and Treasurer of the Roselle and South Plainfield Railway Company, and that the foregoing statement and the annexed statement of accidents on the said road during the year 1890, are correct and true, to the best of his knowledge and belief.

D. G. BAIRD,
Secretary and Treasurer.

Sworn and subscribed before me this 11th day of May, A. D. 1891.

WM. C. ALDERSON,
Commissioner of Deeds for State of New Jersey.

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SUSSEX RAILROAD COMPANY.

To the Comptroller of the State of New Jersey:

In obedience to a law of the State of New Jersey, approved March 27th, 1874 (Revision, p. 916), requiring annual reports to be made to the Legislature and transmitted to the Comptroller by the railroad companies of the State, the Sussex Railroad Company presents the following report for the year ending December 31st, 1890:

Capital stock paid in	$1,638,600 00
Bonded debt	236,500 00
Floating debt—None.	
Cost of road and equipments	$1,911,779 34

Dividends paid during the year 1890, and how paid—None.

The road extends from Waterloo to Branchville and Franklin, a distance of twenty-nine and fifty-two hundredths miles.

RECEIPTS AND EXPENSES FOR 1890.

Income from passengers	$30,323 21
Income from freight	99,863 61
Income from other sources	20,314 77
Total	$150,501 59
Expenditures during the year for working road, including repairs, maintenance of way, motive power and contingencies	$84,102 20

State of New York, New York County, *ss.*—Frederick H. Gibbens, being duly sworn, on his oath says that he is Treasurer of the Sussex Railroad Company, and that the foregoing statement and the annexed statement of accidents on the said road during the year 1890, are correct and true, to the best of his knowledge and belief.

FRED. H. GIBBENS.

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Sworn and subscribed before me this 10th day of February, A. D. 1891.

LUDWIG R. MILLER,
Commissioner for the State of New Jersey in New York.

ACCIDENTS.

February 8th, 1890.—Adam Rodemer, found dead along the track; supposed to have been struck by train.

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TIDE-WATER RAILWAY COMPANY.

To the Comptroller of the State of New Jersey:

In obedience to a law of the State of New Jersey, approved March 27th, 1874 (Revision, p. 916), requiring annual reports to be made to the Legislature and transmitted to the Comptroller by the railroad companies of the State, the Tide-water Railway Company presents the following report for the year ending December 31st, 1890:

Capital stock paid in	$10,000 00

Bonded debt—None.
Floating debt—None.

Dividends paid during the year 1890, and how paid—None.

The road is unbuilt.

RECEIPTS AND EXPENSES FOR 1890.

Income from passengers—None.	
Income from freight—None.	
Income from other sources, interest on deposit account	$1 10
Total	$1 10

Expenditures during the year for working road, including repairs, maintenance of way, motive power and contingencies—None.

REMARKS.

The charter of this company lapsed on August 24th, 1890, by reason of non-completion of the company's railroad within the statutory period, and, on February 16th, 1891, it filed in the office of the Secretary of State a notice in writing of the abandonment by it of its route or distance of railroad, under the provisions of an act of the Senate and General Assembly, approved April 23d, 1888, entitled "A supplement to an act entitled 'An act to authorize the formation of railroad corporations and regulate the same,' approved April 2d, 1873."

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State of Pennsylvania, Philadelphia County, *ss.*—F. Herbert Janvier, being duly sworn, on his oath says that he is the late Secretary of the Tide-water Railway Company, and that the foregoing statement and the annexed statement of accidents on the said road during the year 1890, are correct and true, to the best of his knowledge and belief.

F. H. JANVIER.

Sworn and subscribed before me this 8th day of May, A. D. 1891.

THOMAS L. J. HODGE,
Commissioner for New Jersey.

ACCIDENTS.

None.

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TOMS RIVER RAILROAD COMPANY.

To the Comptroller of the State of New Jersey:

In obedience to a law of the State of New Jersey, approved March 27th, 1874 (Revision, p. 916), requiring annual reports to be made to the Legislature and transmitted to the Comptroller by the railroad companies of the State, the Toms River Railroad Company presents the following report for the year ending December 31st, 1890:

Capital stock paid in		$240,000 00
Cost of road and equipments—		
At foreclosure sale	$15,000 00	
Since added	1,334 71	
		$16,334 71

The road extends from Manchester to Toms River, a distance of seven and fifty-seven hundredths miles.

State of New York, New York City and County, *ss.*—J. R. Maxwell, being duly sworn, on his oath says that he is President of the Toms River Railroad Company, and that the foregoing statement is true and correct, to the best of his knowledge and belief.

J. R. MAXWELL.

Sworn and subscribed before me this 2d day of April, A. D. 1891, at New York City.

BEN. V. D. FISHER,
Master in Chancery of New Jersey.

Receipts and expenses for 1890 are included in the receipts and expenses of the New Jersey Southern Railway Company; no separate account of the same was made.

ACCIDENTS.

Included in the report of the New Jersey Southern Railway Company, if any.

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THE TOMS RIVER AND WARETOWN RAILROAD COMPANY.

To the Comptroller of the State of New Jersey:

In obedience to a law of the State of New Jersey, approved March 27th, 1874 (Revision, p. 916), requiring annual reports to be made to the Legislature and transmitted to the Comptroller by the railroad companies of the State, the Toms River and Waretown Railroad Company presents the following report for the year ending December 31st, 1890:

Purchased at foreclosure sale	$25,000 00
Indebtedness assumed	30,000 00
Extension to Barnegat	20,000 00
Cost of road and equipments	$75,000 00

The road extends from Toms River to Barnegat, a distance of fourteen and seventy-one hundredths miles.

It is leased to the New Jersey Southern Railway Company at an annual rental of a percentage on the gross receipts.

State of New York, New York City and County, *ss.*—John Aumack, being duly sworn, on his oath says that he is one of the owners of the Toms River and Waretown Railroad, and that the foregoing statement is true and correct, to the best of his knowledge and belief.

JOHN AUMACK.

Sworn and subscribed before me this 9th day of April, A. D. 1891, at New York City.

BEN. V. D. FISHER,
Master in Chancery of New Jersey.

RECEIPTS AND EXPENSES FOR 1890.

Income from passengers	$10,519 77
Income from freight	2,709 72
Income from other sources	787 71
Total	$14,017 20

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Above receipts are also included in amount reported as receipts of New Jersey Southern Railway Company.

Expenditures during the year for working road, including repairs, maintenance of way, motive power and contingencies, are included in the operations of the New Jersey Southern Railway Company; no separate account of same was made.

ACCIDENTS.

Included in New Jersey Southern Railway Company's report.

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TUCKERTON RAILROAD COMPANY.

To the Comptroller of the State of New Jersey:

In obedience to a law of the State of New Jersey, approved March 27th, 1874 (Revision, p. 916), requiring annual reports to be made to the Legislature and transmitted to the Comptroller by the railroad companies of the State, the Tuckerton Railroad Company of New Jersey presents the following report for the year ending December 31st, 1890:

Capital stock paid in	$550,991 54
Bonded debt	99,882 50
Floating debt	11,500 00
Cost of road and equipments	$662,373 04

The road extends from Whiting to Tuckerton, a distance of twenty-nine miles.

RECEIPTS AND EXPENSES FOR 1890.

Income from passengers	$23,659 23
Income from freight	21,052 82
Income from other sources	6,477 00
Total	$51,189 05
Expenditures during the year for working road, including repairs, maintenance of way, motive power and contingencies	$52,038 13

State of Pennsylvania, Philadelphia County, *ss*—Samuel Ashhurst, being duly sworn, on his oath says that he is President of the Tuckerton Railroad Company of New Jersey, and that the foregoing statement and the annexed statement of accidents on said road during the year 1890, are correct and true, to the best of his knowledge and belief.

SAMUEL ASHHURST,
President.

Sworn and subscribed before me this 2d day of February, A. D. 1891.

WM. WAGNER, JR.,
Notary Public.

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UNION TRANSPORTATION COMPANY.

To the Comptroller of the State of New Jersey:

In obedience to a law of the State of New Jersey, approved March 27th, 1874 (Revision, p. 916), requiring annual reports to be made to the Legislature and transmitted to the Comptroller by the railroad companies of the State, the Union Transportation Company presents the following report for the year ending December 31st, 1890:

RECEIPTS AND EXPENSES FOR 1890.

Income from passengers	$34,197 71
Income from freight	32,562 67
Income from other sources	2,494 53
Total	$69,254 91
Expenditures during the year for working road, including repairs, maintenance of way, motive power and contingencies	$70,873 84

State of New Jersey, Ocean County, *ss.*—F. S. Gaskill, being duly sworn, on his oath says that he is President of the Union Transportation Company, and that the foregoing statement is true and correct, to the best of his knowledge and belief.

F. S. GASKILL.

Sworn and subscribed before me this 23d day of January, A. D. 1891.

JOHN S. MALLARY,
Notary Public.

ACCIDENTS.

None.

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THE UNITED NEW JERSEY RAILROAD AND CANAL COMPANY.

To the Comptroller of the State of New Jersey:

In obedience to a law of the State of New Jersey, approved March 27th, 1874 (Revision, p. 916), requiring annual reports to be made to the Legislature and transmitted to the Comptroller by the railroad companies of the State, the United New Jersey Railroad and Canal Company presents the following report for the year ending December 31st, 1890:

Capital stock paid in	$21,240,400 00
Bonded debt	20,000,000 00
Cost of road and equipments	$42,920,596 57

The road extends from Camden to Amboy, and from Trenton to Jersey City, with branches, a distance of four hundred and thirty-nine and twenty-two hundredths miles; and the canal from Bordentown to New Brunswick, forty-four miles, and the feeder, twenty-two miles—in all a distance of sixty-six miles.

It is leased to the Pennsylvania Railroad Company at an annual rental of ten per centum on its capital stock and the interest on its bonds.

It is equipped and operated by the Pennsylvania Railroad Company, and the further information required by law is furnished by that company, and is annexed hereto.

State of New Jersey, Mercer County, *ss.*—Robert F. Stockton, being duly sworn, on his oath says that he is President of the United New Jersey Railroad and Canal Company, and that the foregoing statement is true and correct, to the best of his knowledge and belief.

R. F. STOCKTON,
President.

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Sworn and subscribed before me this 2d day of February, A. D. 1891.

LEROY H. ANDERSON,
M. C. C.

RECEIPTS AND EXPENSES FOR 1890.

Income from passengers	$7,654,360 98
Income from freight	9,850,677 86
Income from other sources	1,433,858 34
Total	$18,938,897 18
Expenditures during the year for working road, including repairs, maintenance of way, motive power and contingencies	$14,283,078 46
Net earnings from operation	4,655,818 64

Dividends paid during the year 1890, and how paid—Ten per centum on capital stock, paid quarterly by Pennsylvania Railroad Company, lessee.

ACCIDENTS—NEW YORK DIVISION.

Persons struck by passing trains and killed while walking or standing on the track.

February 24th.—Louis Violett, at Marion. R. Allen, conductor; J. H. Emmons, engineman.

March 10th.—P. Bosqueto or Priziolo, at Jersey City. F. Minster, conductor; J. W. Hartman, engineman.

March 19th.—Arthur Ayres, at Marion. L. P. Booz, conductor; W. G. Weaver, engineman.

April 26th.—A. Anderson, at Meadows. D. B. Tice, conductor; William Berry, engineman.

July 27th.—An unknown man, at Harrison. C. S. Hogan, conductor; S. Simpson, engineman.

August 12th.—P. Calvin Johnson, between Meadows and Newark. J. R. Cornell, conductor; I. A. Van Pelt, engineman.

August 21st.—August Carlson, at Jersey City. J. Leavy, conductor; R. McCall, engineman.

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September 25th.—An unknown man (colored), between Franklin Park and Deans. J. F. P. Williams, conductor; A. B. Ryan, engineman.

November 12th—An unknown man, at Robinvale. H. Bramstedt, conductor; A. Vandegrift, engineman.

Persons struck by passing trains and injured while walking or standing on the track.

February 24th.—John Callahan, severe, at Marion. R. Allen, conductor; J. H. Emmons, engineman.

March 30th.—Peter Matthews, slight, at New Brunswick. J. W. Bostwick, conductor; W. Baldwin, engineman.

April 26th.—William Nixon (colored), fatal, at Franklin Park. A. F. Waters, conductor; F. Blakesley, engineman.

May 12th.—An unknown man, fatal, at Waverly. P. Delaney, conductor; H. C. Ewing, engineman.

July 23d.—Frank Cordey, slight, at Trenton. Chas. Scheeler, conductor; H. Mahan, engineman.

August 10th.—Peter Dolan, severe, at Jersey City. P. Donnelly, conductor; W. Templeton, engineman.

August 19th.—Patrick Kelley, fatal, at Jersey City. T. A. Brooks, conductor; W. Baldwin, engineman.

August 22d.—Nelson Morrison, severe, at Spa Springs. William Seeburger, conductor; F. Overbaugh, engineman.

October 16th.—Chas. Watson, slight, at Rahway. J. W. Chandler, conductor; J. W. Monroe, engineman.

October 18th.—Frank Lannahan, severe, at Elizabeth. J. Brown, conductor; F. Barber, engineman.

October 19th.—James G. Woodruff, slight, at Elizabeth. M. Cannon, conductor; C. W. Williams, engineman.

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November 3d.—Thomas Hogan, slight, at Newark. J. McLaughlin, conductor; Geo. Woolsey, engineman.

November 12th.—Edward Sharp, severe, at Trenton. —— ——, conductor; G. V. Plant, engineman.

December 6th.—Herman Wyman, slight, at Newark. J. E. Field, conductor; Jos. Meegan, engineman.

December 20th.—Walter Aldridge, fatal, at Newark. O. A. Swenson, conductor; J. H. Emmons, engineman.

Persons killed or injured in attempting to get off and on moving trains.

January 7th.—John Duffy, severe, at South Trenton. W. Smith, conductor; A. F. Purt, engineman.

January 12th.—Mrs. Hulda Coyne, slight, at Elizabeth. Rollin Seran, conductor; J. Heck, engineman.

January 27th.—An unknown man, severe, at Newark. J. Hargrove, conductor; A. W. Denton, engineman.

February 21st.—Miss Hattie Hammill, slight, at Trenton. A. F. Waters, conductor; W. Baldwin, engineman.

February 25th.—Thos. Moore, slight, at Jersey City. Richard Mack, conductor; H. Seals, engineman.

March 5th.—An unknown man, slight, at Newark. H. F. Lander, conductor; B. M. Lupton, engineman.

March 8th.—Franz Sebec, killed, at Jersey City. J. R. Cornell, conductor; B. M. Lupton, engineman.

March 26th.—Albert Smith, killed, at North Elizabeth. R. W. Atkinson, conductor; T. Smith, engineman.

March 29th.—An unknown woman, slight, at Newark. W. T. Bailey, conductor; G. H. Claflin, engineman.

April 11th.—Geo. Bean, severe, at Jersey City. Jos. Kelly, conductor; Chas. Kohler, engineman.

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April 14th.—Harry Beans, fatal, at Trenton. W. J. Costigan, conductor; A. B. Ryan, engineman.

April 21st.—An unknown man, slight, at Jersey City. J. F. P. Williams, conductor; I. A. Decker, engineman.

April 30th.—Jno. Inglin, slight, at Meadows. G. W. Brown, conductor; W. Furman, engineman.

May 9th.—Isaac N. Stern, killed, at Linden. William Ruoff, conductor; J. P. Freeman, engineman.

May 13th.—Jno. Turkington, severe, at Marion. C. S. Hogan, conductor; T. H. Cadell, engineman.

June 10th.— —— McKinney, slight, at Perth Amboy Junction. O. W. Hoff, conductor; S. Simpson, engineman.

June 11th.—An unknown woman, slight, at Elizabeth. W. Bradshaw, conductor; F. Force, engineman.

June 17th.—James Noonan, slight, at Newark. William Gee, conductor; J. C. Knowles, engineman.

June 21st.—Patrick Harrigan, killed, at Newark. George Huncke, conductor; L. E. Ganong, engineman.

June 23d.—John Kidney, slight, at Monmouth Junction. R. Gamble, conductor; E. W. Stowe, engineman.

June 29th.—William Mueller, slight, at Elizabeth. D. Wildin, conductor; D. Buckley, engineman.

July 4th.—Chas. Goble, slight, at Newark. L. Silance, conductor; B. A. Larrison, engineman.

July 13th.—Jacob Thomas, fatal, at Trenton. H. S. Catlin, conductor; J. Huber, engineman.

July 16th.—Edw. Starr, slight, at Newark. A. V. Bergen, conductor; J. P. Freeman, engineman.

July 16th.—Louis C. Woehring, slight, at Newark. A. V. Bergen, conductor; J. P. Freeman, engineman.

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July 23d.—J. Arnold, severe, at Jersey City. P. Monahan, conductor; J. McKenzie, engineman.

August 24th.—J. T. Crosby, slight, at Newark. R. W. Atkinson, conductor; Jas. C. Currie, engineman.

August 24th—An unknown man, slight, at Elizabeth. B. W. Rulon, conductor; W. B. Gurney, engineman.

August 27th.—An unknown man, slight, at New Brunswick. J. McLaughlin, conductor; C. H. Swem, engineman.

August 31st.—Ralph Westervelt, slight, at Newark. T. J. Denniston, conductor; P. Moffet, engineman.

September 1st.—Miss Minnie C. Groff, slight, at Trenton. E. C. Ayers, conductor; A. J. Conrad, engineman.

September 2d.—Antonio Naron or Borello, severe, at Newark. A. V. Bergen, conductor; G. B. Taylor, engineman.

September 5th.—B. F. Gunson, slight, at Monmouth Junction. B. L. Walcott, conductor; C. Smith, engineman.

September 8th.—Jacob Samarello, severe, at Newark. O. W. Hoff, conductor; J. P. Freeman, engineman.

September 13th.—An unknown man, slight, at Newark. T. J. Denniston, conductor; W. H. Gordon, Jr., engineman.

September 16th.—F. Schmidt, slight, at Newark. T. J. Denniston, conductor; G. H. Seward, engineman.

October 5th.—S. Ilkowtz, slight, at Newark. William Gee, conductor; W. H. Cook, engineman.

October 21st.—Emma Riker, slight, at Trenton. J. McLaughlin, conductor; W. Furman, engineman.

October 21st.—Mrs. F. Frihuel, slight, at Newark. J. R. Cornell, conductor; J. P. Freeman, engineman.

November 16th.—Mrs. Rebecca Kelly (colored), slight, at Linden. J. Brown, conductor; J. C. Knowles, engineman.

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November 16th.—S. Manson, slight, at Harrison. A. V. Bergen, conductor; G. W. Bishop, engineman.

November 28th.—An unknown man, slight, at Newark. O. A. Swenson, conductor; W. H. Gordon, engineman.

December 9th.—An unknown man, slight, at Elizabeth. H. J. Smith, conductor; E. Cubberly, engineman.

December 14th.—John Downey, slight, at Monmouth Junction. H. Garra, conductor; C. Hill, engineman.

Persons found killed or injured lying alongside of track, supposed to have been struck by moving trains. Circumstances, what train and what conductors and engineers, unknown.

January 11th.—An unknown man, found dead, at Trenton.

January 21st.—Geo. J. Canning, found dead, at Rahway.

January 21st.—John Cullen, fatally injured, at Harsimus Cove, Jersey City.

January 29th.—An unknown man, found dead, at Waverly.

February 1st.—An unknown boy, slightly injured, at Harrison.

February 14th.—Geo. Gillen, slightly injured, between Menlo Park and Iselin.

February 17th.—Peter Maas, found dead, at Woodbridge.

March 13th.—An unknown man, found dead, at Jersey City.

March 21st.—Patrick Mullins, severely injured, at Princeton Junction.

May 22d.—Henry Wagener, fatally injured, at Marion.

June 1st.—An unknown man, found dead, at Waverly.

June 11th.—An unknown man, found dead, at Waverly.

June 12th.—James Haley, found dead, at Harsimus Cove, Jersey City.

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July 18th.—Angelo Nott, fatally injured, at Newark.

July 23d.—Clarence Rowland, slightly injured, at Meadows.

July 30th.—Danl. Kiernan, severely injured, at Harsimus Cove, Jersey City.

August 20th.—James McCabe, found dead, at Meadows.

September 12th.—An unknown man, found dead, at Meadows.

September 19th.—James Donnelly, found dead, at Meadows.

October 6th.—An unknown man, fatally injured, at Waverly.

October 15th.—An unknown man, found dead, at Trenton.

October 18th.—J. J. Trainor, Jr., found dead, at Marion.

October 30th.—John Welsh, slightly injured, at Linden.

November 4th.—An unknown man, found dead, at Stelton.

November 16th.—An unknown man, found dead, at Rahway.

November 24th.—An unknown man, found dead, at Newark.

November 26th.—Jos. H. Powers, slightly injured, at Waverly.

December 13th.—James E. Clark, found dead, at Monmouth Junction.

December 21st.—L. J. Coats, found dead, at New Brunswick.

Persons killed or injured by moving trains while crossing the track.

January 1st.—William Smith, severely injured, at Trenton. James Beach, conductor; S. W. Pine, engineman.

January 23d.—James Kiernan, killed, at Jersey City. W. Weber, conductor; G. Maxon, engineman.

January 27th.—William Binn, severely injured, at Newark. B. W. Rulon, conductor; W. G. Weaver, engineman.

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February 1st.—Tony Colonie, severely injured, at Newark. A. N. Ritter, conductor; G. W. Bishop, engineman.

February 8th.—L. L. Clarke, killed, at Linden. James Beach, conductor; J. A. Henicker, engineman.

February 21st.—Frank M. Holland (colored boy), fatally injured, at Jersey City. G. S. Stultz, conductor; J. K. Niece, engineman.

April 1st.—R. B. Dean, slightly injured, at Marion. C. Huncke, conductor; W. Vandewater, engineman.

April 9th.—John Calligan, severely injured, at Jersey City. Frank Torrey, conductor; J. W. Boice, engineman.

April 16th.—Hosea W. Case, slightly injured, at Newark. T. J. Thomas, conductor; G. W. Bishop, engineman.

April 24th.—William Myers, severely injured, at Jersey City. A. N. Ritter, conductor; W. Furman, engineman.

May 14th.—An unknown man, killed, at Jersey City. Thomas Reynolds, conductor; —— ——, engineman.

May 19th.—James Callahan, severely injured, at Jersey City. F. Brannagan, conductor; H. A. Martindale, engineman.

June 4th.—W. F. McGinnis, killed; Frank Hauk, fatally injured; John Kenny, severely injured, at Newark. J. E. Field, conductor; T. C. Smith, engineman.

June 8th.—John J. Brannagan, fatally injured, at Newark. G. A. Wesley, conductor; W. E. Powers, engineman.

June 12th.—Mary Romanski, severely injured, at Jersey City. C. R. Evans, conductor; E. Carr, engineman.

June 12th.—Tillie Shaw (child), severely injured, at Jersey City. —— ——, conductor; W. H. Lawall, engineman.

July 1st.—John McCullough, slightly injured, at Jersey City. R. D. Titus, conductor; Thos. Palmer, engineman.

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July 28th.—Dennis McManus, slightly injured, at Jersey City. C. W. Parks, conductor; W. H. Gordon, engineman.

August 6th.—George Oulsman, fatally injured, at Marion. C. S. Hogan, conductor; G. W. Bishop, engineman.

August 13th.—Eugene Mallaher, severely injured, at Jersey City. W. J. Costigan, conductor; Thos. Towell, engineman.

August 15th.—Luke Payne (boy), killed, at Elizabeth. H. G. Allen, conductor; B. M. Lupton, engineman.

September 9th.—Mrs. Mary Ann Avery, severely injured, at Elizabeth. Geo. A. Duke, conductor; I. D. Fry, engineman.

September 13th.—Thomas J. Salter, slightly injured, at Jersey City. B. F. Ellison, conductor; Jos. Toms, engineman.

October 2d.—George Stevenson, severely injured, at Jersey City. J. Kearney, conductor; C. Creevey, engineman.

October 4th.—Geo. Jennings, severely injured, at Newark. E. L. Heston, conductor; John Applegate, engineman.

October 5th.—An unknown man, fatally injured, at Jersey City. E. C. Cline, conductor; E. Wright, engineman.

October 18th.—Francis O'Hara, killed, at Jersey City. W. Bradshaw, conductor; Frank Smith, engineman.

November 6th.—Two unknown men, killed, at Linden. F. D. Swain, conductor; T. C. Smith, engineman.

November 24th.—Geo. Vetter, severely injured, at Jersey City. S. C. Doland. conductor; T. Hill, engineman.

December 4th.—Nathan P. Nixon, severely injured, at Trenton. C. Matson, engineer; W. Woolsey, engineman.

December 9th.—Miles Dolan, fatally injured, at Jersey City. E. Wilson, conductor; M. F. Moylan, engineman.

December 11th.—Charles E. Richards, killed, at Jersey City. H. Bramstedt, conductor; A. Vandegrift, engineman.

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December 20th.—Frederick Olsen, slightly injured, at Jersey City. L. P. Booz, conductor; Thos. Lawler, engineman.

December 29th.—William Terril (colored), slightly injured, at Elizabeth. John Garrigan, conductor; J. P. Rood, engineman.

Persons other than employes killed or injured in other ways than as stated above.

January 2d.—James Ball, severely injured while stealing a ride on a freight train, at Newark. C. Matson, conductor; M. Riley, engineman.

January 20th.—William Hutchinson, fatally injured while stealing a ride on a freight train, at South Elizabeth. C. Sidders, conductor; M. K. Packer, engineman.

January 27th.—Samuel Lucky, slightly injured by falling against a seat in waiting-room, at Jersey City.

January 28th.—O. B. Cotton and Miss Mamie Kunzman, slightly injured by glass from a broken car window, at Waverly. W. C. Smith, conductor; I. D. Fry, engineman.

February 4th.—Francis O'Neil, fatally injured by jumping from a bridge over the Raritan river, at New Brunswick.

February 7th.—Miss Ella Caviezel, struck by United States mail-pouch thrown from a moving train, and slightly injured, when standing on the station platform at Newark. William Messer, conductor; R. Shuhardt, engineman.

February 11th.—Edward May (boy), severely injured while stealing a ride on a freight train, at Harrison. —— ——, conductor; —— ——, engineman.

February 20th.—C. Ingersoll Maury, severely injured by falling from a moving train, at Trenton. William Messer, conductor; H. Higgins, engineman.

March 3d.—Mrs. Harris, slightly injured by arm being caught between car door and casing, at Elizabeth. William Ruoff, conductor; J. Meegan, engineman.

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March 6th.—G. J. De Garmo, slightly injured by a passenger train colliding with the derailed cars of a freight train, at Trenton. W. T. Bailey, conductor; C. Lynch, engineman. W. Rich, conductor; O. Pancoast, engineman.

March 15th.—Samuel Scott, slightly injured by falling from overhead bridge, at Newark.

March 17th.—Barney Lynch, slightly injured by falling down stairway, at Marion station.

March 26th.—J. Bradley, severely injured while stealing a ride on a freight train, at Elizabeth. F. Quimby, conductor; F. C. Crispin, engineman.

March 27th.—Harry Johnson, severely injured by falling from a train while in motion, at Franklin Park. A. N. Ritter, conductor; J. K. Niece, engineman.

April 3d.—Mrs Gertrude Ervin, slightly injured by falling between car and platform while boarding a train, at Trenton. B. L. Walcott, conductor; J. Cain, engineman.

April 3d.—An unknown man, slightly injured by breaking a window glass in car, at Princeton Junction. W. C. Smith, conductor; J. W. Hartman, engineman.

April 5th.—George Norton (child), struck by car step of moving train and severely injured, while sitting along the track, at Jersey City. —— ——, conductor; —— ——, engineman.

April 10th.—C. A. Jamison, slightly injured by glass from a broken car window, at Jersey City. William Ruoff, conductor; J. Meegan, engineman.

April 11th.—An unknown man, slightly injured by hand being caught between car door and casing, at Newark. T. J. Thomas, conductor; T. Hill, engineman.

April 15th.—Edward A. Crane, slightly injured by striking head against valve of carburetter burner in saloon of parlor car, at Metuchen. F. D. Swain, conductor; E. Wright, engineman.

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April 16th.—Mrs. L. F. Pertain, slightly injured by glass from a broken car window, at Jersey City. C. S. Hogan, conductor; T. Hill, engineman.

April 16th.—E. Pidgeon, slightly injured by glass from a broken car window, at Jersey City. R. Tharp, conductor; E. Carr, engineman.

April 21st.—Mrs. William Smith, slightly injured by falling against heater of a car, at Newark. R. Tharp, conductor; E. Carr, engineman.

April 22d.—Patrick McCanville (boy), severely injured while stealing a ride on a freight train, at Newark. William Simmons, conductor; A. J. O'Neil, engineman.

April 24th.—Mrs. Scheindel Atteo, slightly injured by glass from a broken car window, at Jersey City. L. P. Booz, conductor; C. Naimby, engineman.

April 25th.—George A. Cisco (colored), slightly injured while stealing a ride on a freight train, at Monmouth Junction. J. D. Dyer, conductor; Harry Miller, engineman.

April 30th.—An unknown man, fatally injured by falling from an engine while stealing a ride, at Trenton. —— ——, conductor; J. Meegan, engineman.

May 8th.—William McGill, severely injured while stealing a ride on a freight train, at Millham Junction. Chas. P. Rice, conductor; A. A. Neiser, engineman.

May 14th.—Thomas O'Neil, slightly injured while stealing a ride on a freight train, at Monmouth Junction. C. H. Rich, conductor; H. P. Nealis, engineman.

May 21st.—George McCarty (boy), slightly injured by striking foot against a splintered track rail while running through the yard, at Harsimus Cove, Jersey City.

May 21st.—James Sellers, slightly injured by falling from a train while stealing a ride, at Jersey City. P. Mullins, conductor; P. Metz, engineman.

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June 3d.—An unknown man, slightly injured by glass from a broken car window, between Rahway and Linden. W. H. Merritt, conductor; G. Vanarsdale, engineman.

June 3d.—Miss Addie Stacy, slightly injured by striking knee against a car seat, at Rahway. William Gee, conductor; T. Hill, engineman.

June 4th.—John S. Rinehart, slightly injured by hand coming in contact with wall of tunnel while holding it out of car window, at Trenton. J. E. Field, conductor; T. C. Smith, engineman.

June 6th.—E. Horner, Jr., slightly injured by being struck by an object coming through an open car window, at Princeton Junction. F. Farber, conductor; L. Meyers, engineman.

June 10th.—Horace W. Case, slightly injured by falling in attempting to climb to driver's seat of a U. S. mail wagon, at Jersey City.

June 17th.—D. C. Chase and Thomas N. Acken, slightly injured by glass from a broken car window, at Meadows. O. A. Swenson, conductor; W. H. Gordon, engineman.

June 20th.—D. E. Lyon, severly injured by hand being caught between a car door and casing, at Trenton. T. A. Brooks, conductor; F. Farrell, engineman.

June 23d.—Patrick Lyons, slightly injured by falling into pit of turn-table while walking on the track, at Jersey City.

June 28th.—Francis Nicholson, severly injured by falling from an overhead bridge, at Trenton.

July 4th.—Miss A. Wallace, sllghtly injured by glass from broken car window, at Jersey City. W. A. Boulton, conductor; W. H. Gordon, engineman.

July 4th.—Thomas Jefferson, slightly injured by striking hand against a mail crane while throwing a letter from a moving train, at Stelton. W. T. Bailey, conductor; C. Lynch, engineman.

July 4th.—John Murphy (boy), severely injured by running in front of a moving train while playing along the track, at Jersey City. J. W. Meshrow, conductor; T. Smith, engineman.

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July 14th.—Chas. McQuade, severely injured while attempting to make a coupling between freight cars, at Jersey City. Frank Farrey, conductor; J. W. Boice, engineman.

July 17th.—A. L. Drummond, slightly injured while drilling passenger coaches, at Jersey City. P. Mullins, conductor; G. Ancheter, engineman.

July 21st.—Mrs. Frommer, slightly injured by glass from a broken car window, at Marion. T. J. Denniston, conductor; T. Hill, engineman.

July 24th.—W. A. Barber, slightly injured by being struck by a stone thrown through an open car window, between Linden and Rahway. F. E. Wyckoff, conductor; B. A. Larrison, engineman.

July 30th.—Frank Brennan, severely injured by falling from a moving train, at Meadows. J. McLaughlin, conductor; J. K. Niece, engineman.

August 15th.—Mrs. T. E. Morrill, slightly injured by foot being run over by a baggage barrow, at Jersey City.

August 27th.—Chas. Durning, severely injured by having foot run over while sitting on station platform, at Newark. J. A. Foster, conductor; E. F. Rowe, engineman.

August 29th.—Mrs. Ellen Kavanaugh, slightly injured by hand being caught between car door and casing, at Newark. T. J. Denniston, conductor; W. G. Weaver, engineman.

September 3d.—Benjamin C. Kauffman, slightly injured by hand being caught between car door and casing, at Harsimus Cove, Jersey City. Chas. Robinson, conductor; Thos. Connors, engineman.

September 4th.—Mrs. Hannah Betts, Miss Rebecca Betts, Miss Ethel Vincent, Mrs. Ryan, Mrs. Logan, Dr. E. Stanley Perkins, Miss Martha Gaskill, E. Schwerin and Miss Mary J. Levick, slightly injured by cars colliding while being drilled, at Trenton. George K. Mellick, conductor; W. R. O'Neil, engineman.

September 5th.—E. L. Parrott, William Mount and James Brady, slightly injured by train being derailed, at Deans. John Garrigan, conductor; George H. Morrison, engineman.

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September 9th.—A. Horton, slightly injured by being struck by an object thrown through an open car window, at Meadows. C. W. Parks, conductor; G. H. Seward, engineman.

September 13th.—Miss Lula Lenman, slightly injured by falling between car and platform while boarding a train, at Trenton. W. J. Costigan, conductor; Thomas Towell, engineman.

September 15th.—Gottlieb Burkle, slightly injured by falling through bridge over river while walking on the track, at Rahway.

September 15th.—Patrick Geiner, slightly injured while stealing a ride on a freight train, near Linden. Isaac Slack, conductor; A. Hamel, engineman; H. Christian, conductor; F. C. Shotwell, engineman.

September 19th.—Mrs. Celia Langdon, slightly injured by being struck by a stone thrown through an open car window, at Jersey City. O. A. Swenson, conductor; W. H. Gordon, engineman.

September 19th.—Mrs. Henry Delaplane, slightly injured by falling down stairs, at Jersey City.

September 26th.—John Maloney, slightly injured while stealing a ride on a freight train, at Perth Amboy. G. Stewart, conductor; F. Overbaugh, engineman.

October 1st.—Celia Adler, slightly injured by glass from a broken car window, at Meadows. C. S. Hogan, conductor; T. H. Cadell, engineman.

October 2d.—John W. Hoffman, killed by being caught between railing and span of draw-bridge when attempting to jump from the fixed span to draw while draw was being moved, at Passaic river, Newark.

October 8th.—Annie Murphy, slightly injured by falling while alighting from a train, at Trenton. Geo. A. Duke, conductor; George Woolsey, engineman.

October 9th.—Freeman Tucker, slightly injured by crossing-gates being lowered on him while driving over tracks, at Elizabeth.

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October 14th.—Patrick Handley, severely injured by falling from a bridge while walking on the track, at Metuchen.

October 15th.—Robert White, slightly injured by hand being caught between car door and casing, at Newark. O. A. Swenson, conductor; W. H. Gordon, engineman.

October 16th.—John Visterburg, severely injured by falling from a bridge while walking on the track, at Rahway.

October 29th.—John Marshall, severely injured by falling from foot-board of a U. S. mail wagon, at Jersey City.

November 1st.—Miss Naomi Burdett, severely injured by being struck by a train while standing on the station platform, at Houtenville. A. V. Bergen, conductor; J. P. Freeman, engineman.

November 3d.—James Callahan, fatally injured by being caught between a pile of stone and a moving car, at Newark. G. B. Morris, conductor; J. Norton, engineman.

November 11th.—Elmer Hughes (boy), severely injured by falling from un overhead bridge, at Trenton.

November 24th.—Edward Drumm, killed while stealing a ride on a freight train, at Marion. L. P. Booz, conductor; C. Naimby, engineman.

December 2d.—Miss Gilmore, slightly injured by glass from a broken car window, at Linden. H. S. Catlin, conductor; F. Blakesley, engineman.

December 2d.—Clauss Matthias, slightly injured by collision of cars while unloading coal, at Harsimus Cove, Jersey City. John Boyle, conductor; Frank Burke, engineman.

December 5th.—James Cassidy, severely injured by falling from a U. S. mail wagon, at Jersey City.

December 11th.—Gustave Stadel (boy), fatally injured by being run over by cars while picking coal on the tracks, at Harrison. J. W. Chandler, conductor; L. E. Ganong, engineman.

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December 15th.—James Hendricks, severely injured while stealing a ride on a freight train, at Newark. H. Graham, conductor; M. K. Packer, engineman.

Employes killed or injured while coupling or handling cars at stations.

January 2d.—W. Chatburn, slightly injured, at Jersey City. W. Chatburn, conductor; C. Creevy, engineman.

January 2d.—Wesley Vance, slightly injured, at Meadows yard. Wesley Vance, conductor; E. Christian, engineman.

January 10th.—John J. Kirwin, severely injured, at Harsimus Cove, Jersey City. J. J. Peterson, conductor; W. A. Woodruff, engineman.

January 11th.—Arthur Barnard, severely injured, at Jersey City. E. Miller, conductor; J. W. Boice, engineman.

January 11th.—Harry W. Rule, slightly injured, at Harrison. William White, conductor; Thos. Lawler, engineman.

January 14th.—Edw. S. Conover, slightly injured, at Jersey City. James Barry, conductor; Elias Arnold, engineman.

January 14th.—Thos. Reilly, slightly injured, at Meadows yard. Peter Noon, conductor; J. S. Vannostrand, engineman.

January 15th.—Lynn A. Rafter, slightly injured, at Harsimus Cove, Jersey City. John Boyle, conductor; F. Burke, engineman.

January 15th.—John Murry, severely injured, at Jersey City. E. Feenan, conductor; J. Sullivan, engineman.

January 17th.—Harry Jensen, slightly injured, at Waverly. J. Hargrove, conductor; A. W. Denton, engineman.

January 17th.—Adam J. Smith, killed, at Jersey City. C. Rommell, conductor; G. P. French, engineman.

January 17th.—John J. Mahan, severely injured, at Harsimus Cove, Jersey City. Conrad Myers, conductor; Jos. Toms, engineman.

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January 20th.—Edward Lynch, slightly injured, at East Brunswick. Edward Lynch, conductor; J. Fagans, engineman.

January 24th.—J. T. Ludlow, slightly injured, at Newark. William Ludlow, conductor; J. Herbert, engineman.

January 27th.—Ernest Schwartza, slightly injured, at Jersey City. E. Miller, conductor; J. W. Boice, engineman.

January 29th.—Harry Jensen, slightly injured, at Waverly. J. Hargrove, conductor; A. W. Denton, engineman.

February 6th.—P. Anglin, severely injured, at Jersey City. C. Womelsdorf, conductor; E. W. Rose, engineman.

February 7th.—Jacob Schnellbacker, slightly injured, at Harsimus Cove, Jersey City. James Price, conductor; E. Devlin, engineman.

February 13th.—S. A. Manterstock, slightly injured, at Waverly. William Dawson, conductor; A. Bennett, engineman.

February 18th.—John McGere, severely injured, at Harsimus Cove, Jersey City. Nathan Brown, conductor; W. Nunemacher, engineman.

February 18th.—John Mooney, slightly injured, at Jersey City. J. Fitzgerald, conductor; A. J. Chapman, engineman.

February 18th.—James Price, slightly injured, at Harsimus Cove, Jersey City. James Price, conductor; E. Devlin, engineman.

February 19th.—Benjamin La Rue, severely injured, at Meadows yard. John H. Gordon, conductor; Morris Hogan, engineman.

February 22d.—W. J. Baughman, severely injured, at Jersey City. Frank Torrey, conductor; J. W. Hegel, engineman.

February 28th.—James Teevin, severely injured, at Newark. B. F. Wiltse, conductor; E. Harvey, engineman.

March 4th.—Chas. J. Sisom, severely injured, at Waverly. S. R. Stockton, conductor; John Nutt, engineman.

March 5th.—James Cullen, slightly injured, at Harsimus Cove, Jersey City. Conrad Myers, conductor; Jos. Toms, engineman.

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March 9th.—Jos. E. Venner, severely injured, at Jersey City. J. Leavy, conductor; R. McCall, engineman.

March 10th.—Edw. Brock, slightly injured, at Harsimus Cove, Jersey City. Edward Brock, conductor; J. H. Farmer, engineman.

March 11th.—John Dixon, slightly injured, at Woodbridge. J. S. Hulick, conductor; W. E. Keefe, engineman.

March 11th.—Charles H. Morris, killed, at Harrison. Charles H. Morris, conductor; E. S. Norton, engineman.

March 12th.—John T. Baxter, killed, at Harsimus Cove, Jersey City. William Labar, conductor; J. H. Farmer, engineman.

March 18th.—D. McGie, slightly injured, at Jersey City. E. Heaton, conductor; W. H. Gardner, engineman.

March 27th.—William Washer, severely injured, at Meadows yard. H. H. Clayton, conductor; O. A. Shipley, engineman.

March 28th.—Robert F. Somers, slightly injured, at Rahway. M. McIntyre, conductor; J. M. Bickel, engineman.

March 28th.—Thomas Collins, slightly injured, at Newark. J. F. Osmond, conductor; B. Rossell, engineman.

March 29th.—William Mason, slightly injured, at Jersey City. Frank Torrey, conductor; J. W. Boice, engineman.

April 2d.—William W. More, slightly injured, at Newark. Jos. Stevens, conductor; W. A. Hyland, engineman.

April 5th.—Edw. Brennan, severely injured, at Harsimus Cove, Jersey City. James Price, conductor; E. Devlin, engineman.

April 5th.—Harry Burns, slightly injured, at Jersey City. H. H. Clayton, conductor; O. A. Shipley, engineman.

April 11th.—Lynn A. Rafter, fatally injured, at Harsimus Cove, Jersey City. John Boyle, conductor; F. Burke, engineman.

April 14th.—Theodore Nunn, slightly injured, at Newark. J. F. Osmond, conductor; B. Rossell, engineman.

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April 15th.—T. K. Sloan, slightly injured, at Jersey City. C. Womelsdorf, conductor; E. W. Rose, engineman.

April 16th.—Frank V. Potter, fatally injured, at Meadows yard. William Sayre, conductor; H. L. Roe, engineman.

April 16th.—James Malloy, slightly injured, at Meadows yard. H. C. Beck, conductor; J. Boehm, engineman.

April 19th.—William L. Boylan, slightly injured, at Meadows yard. F. Kelly, conductor; J. Riley, engineman.

April 25th.—Thomas F. Wright, slightly injured, at Meadows yard. W. H. Smith, conductor; A. F. Burt, engineman.

April 25th.—William Keegan, severely injured, at Harsimus Cove, Jersey City. J. R. Skimmons, conductor; George Gillen, engineman.

April 30th.—James Carlin, slightly injured, at East Brunswick. J. Hagar, conductor; J. J. Fagans, engineman.

May 6th.—William Kearney, slightly injured, at Harsimus Cove, Jersey City. P. Brock, conductor; G. Page, engineman.

May 8th.—George B. Shaw, slightly injured, at Jersey City. Chas. Robinson, conductor; W. C. Johnson, engineman.

May 13th.—C. J. Hetherington, severely injured, at Newark. T. H. Corcoran, conductor; W. A. F. Smith, engineman.

May 15th.—Harry C. Gilbert, slightly injured, at Trenton. E. B. Dalrymple, conductor; F. E. Sirene, engineman.

May 15th.—James O'Grady, slightly injured, at Newark. C. P. Moore, conductor; John Ryan, engineman.

May 17th.—John Vadder, fatally injured, at Harsimus Cove, Jersey City. M. C. Scanlan, conductor; Lincoln Bates, engineman.

May 18th.—William Medole, severely injured, at Harsimus Cove, Jersey City. P. Burke, conductor; H. L. Behrman, engineman.

May 19th.—James O'Grady, slightly injured, at Newark. A. J. Coyle, conductor; John Ryan, engineman.

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May 20th.—Terrence McManus, slightly injured, at Harsimus Cove, Jersey City. M. O'Rourke, conductor; J. H. Mason, engineman.

May 22d.—Patrick M. Logan, slightly injured, at Jersey City. J. Leavy, conductor; R. McCall, engineman.

May 24th.—James M. Burns, slightly injured at Harsimus Cove, Jersey City. John D. Dayton, conductor; G. H. West, engineman.

June 3d.—E. Scott, slightly injured, at Meadows yard. G. B. Hengst, conductor; A. E. Lott, engineman.

June 4th.—James Fee, severely injured, at Meadows yard. J. T. Mason, conductor; G. H. Quigley, engineman.

June 6th.—Perly Flint, slightly injured, at Jersey City. L. Carley, conductor; H. Mitchell, engineman.

June 6th.—Fred. Graham, killed, at Jersey City. J. Leavy, conductor; G. Auchter, engineman.

June 7th.—Thos. Murtha, slightly injured, at Harsimus Cove, Jersey City. John Leonard, conductor; T. O'Connor, engineman.

June 11th.—Peter M. Nolan, slightly injured, at Harsimus Cove, Jersey City. E. Brock, conductor; J. H. Farmer, engineman.

June 13th.—John Clark, slightly injured, at Metuchen. James Sheen, conductor; George Hetzel, engineman.

June 13th.—Walter Booth, slightly injured, at Newark. I. F. Arnold, conductor; J. Riley, engineman.

June 14th.—John Pierson, slightly injured, Meadows yard. F. Hunter, conductor; N. Townsend, engineman.

June 15th.—Owen Barrett, slightly injured, at Harsimus Cove, Jersey City. W. H. Smith, conductor; F. Roberts, engineman.

June 15th.—David C. Cannon, severely injured, at Meadows yard. C. H. Whitehouse, conductor; Lincoln Bates, engineman.

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June 19th.—Elmer Fitzinger, slightly injured, at Harsimus Cove, Jersey City. M. O'Rourke, conductor; J. H. Mason, engineman.

June 19th.—Edw. Feenan, slightly injured, at Jersey City. Edw. Feenan, conductor; H. Metz, engineman.

June 19th.—Lawrence Pearl, fatally injured, at Harsimus Cove, Jersey City. E. Brock, conductor; J. H. Farmer, engineman.

June 19th.—Harvey Hunt, slightly injured, at Trenton. Chas. Scheeler, conductor; H. Mahan, engineman.

June 20th.—Thos. Connors, slightly injured, at Jersey City. J. Smith, conductor; L. D. Morrison, engineman.

June 25th.—W. A. Bristor, slightly injured at Perth Amboy. William Seeburger, conductor; F. Overbaugh, engineman.

June 28th.—Frank McCauley, slightly injured, at Jersey City. Frank Torrey, conductor; J. W. Boice, engineman.

June 30th.—John Schaul, slightly injured, at Trenton. B. H. Street, conductor; C. H. Black, engineman.

July 9th.—Wilson Becker, slightly injured, at Jersey City. J. Daily, conductor; J. W. Hegel, engineman.

July 14th.—L. Burden, severely injured, at Waverly. William Dawson, conductor; A. Bennett, engineman.

July 16th.—Henry Drew, slightly injured, at Harsimus Cove, Jersey City. Henry Drew, conductor; J. H. Farmer, engineman.

July 19th.—L. H. Pennypacker, slightly injured, at Newark. W. H. Brooks, conductor; F. Casey, engineman.

July 22d.—B. C. Crammer, fatally injured, at Jersey City. A. E. Boucher, conductor; C. Bloomer, engineman.

July 23d.—Peter M. Nolan, slightly injured, at Harsimus Cove. Jersey City. J. A. Quinn, conductor; W. A. Woodruff, engineman.

July 23d.—John A. Doherty, slightly injured, at Jersey City. S. Vanderhoef, conductor; D. C. Brown, engineman.

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August 3d.—William Fauth, slightly injured, at Meadows yard. S. Hargrove, conductor; W. A. Hyland, engineman.

August 4th.—George Cullen, slightly injured, at Waverly. J. F. Green, conductor; C. Voorhees, engineman.

August 14th.—William P. Harrison, slightly injured, at Jersey City. J. Daly, conductor; G. L. Hetzel, engineman.

August 15th.—E. H. Ashmore, slightly injured, at New Brunswick. E. H. Ashmore, conductor; D. Green, engineman.

August 25th.—Thomas Tucker, slightly injured, at Jersey City. J. C. Sadler, conductor; H. Metz, engineman.

August 25th.—F. D. Brown, slightly injured, at Meadows yard. C. H. Whitehouse, conductor; Lincoln Bates, engineman.

August 27th.—Patrick Daily, slightly injured, at Jersey City. J. Daily, conductor; J. W. Hegel, engineman.

August 28th.—Edw. Applegate, slightly injured, at Elizabeth. E. Lynch, conductor; S. Barr, engineman.

August 28th.—Jos. F. Clements, slightly injured, at Waverly. Geo. B. Mount, conductor; F. C. Crispin, engineman.

August 29th.—Martin McGrath, slightly injured, at Harsimus Cove, Jersey City. J. A. Quinn, conductor; W. A. Woodruff, engineman.

September 1st.—J. McDonald, slightly injured, at Harsimus Cove, Jersey City. P. Burke, conductor; William Rolfe, engineman.

September 2d.—Eldridge Barber, slightly injured, at South Elizabeth. H. E. Morris, conductor; A. D. Clack, engineman.

September 6th.—Thos. Morrisey, slightly injured, at Meadows yard. J. Smith, conductor; J. McKenzie, engineman.

September 7th.—Patrick Boyle, slightly injured, at Harsimus Cove, Jersey City. John Boyle, conductor; F. Burke, engineman.

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September 9th.—Jno. Redmond, severely injured, at Jersey City. S. Vanderhoef, conductor; D. C. Brown, engineman.

September 10th.—Thos. E. Murray, slightly injured, at Meadows yard. William Connors, conductor; W. H. Holland, engineman.

September 13th.—Michael O'Kane, severely injured, at Harsimus Cove, Jersey City. Michael O'Kane, conductor; E. Devlin, engineman.

September 20th.—Charlton Arquit, slightly injured, at Meadows. Charlton Arquit, conductor; E. S. Norton, engineman.

September 24th.—George L. Burnhauser, slightly injured, at Jersey City. J. Daily, conductor; J. W. Hegel, engineman.

September 26th.—J. F. Mathews, slightly injured, at Newark. James Stevens, conductor; L. Ganong, engineman.

September 26th.—J. P. Clarke, slightly injured, at Newark. James Stevens, conductor; L. Ganong, engineman.

September 29th.—John D. Dayton, fatally injured, at Meadows yard. John D. Dayton, conductor; G. H. West, engineman.

October 3d.—Conrad Nitzel, slightly injured, at Harsimus Cove, Jersey City. James Price, conductor; F. Disbrow, engineman.

October 10th.—Harry Müller, slightly injured, at Meadows yard. Frank Kelly, conductor; Frank Pierce, engineman.

October 11th.—James H. Robinson, slightly injured, at Jersey City. P. Donnelly, conductor; J. A. Barry, engineman.

October 15th.—William Percy, slightly injured, at Harsimus Cove, Jersey City. B. Wright, conductor; W. Watson, engineman.

October 16th.—William J. Brady, slightly injured, at Harsimus Cove, Jersey City. Patrick Casey, conductor; F. Lozier, engineman.

October 22d.—William Shindle, slightly injured, at Meadows yard. M. King, conductor; Frank Ethridge, engineman.

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October 26th.—A. E. Boucher, slightly injured, at Jersey City. A. E. Boucher, conductor; J. W. Boice, engineman.

October 26th.—Thomas F. Lamb, slightly injured, at Harsimus Cove, Jersey City. T. McVey, conductor; J. McGrady, engineman.

October 27th.—Samuel H. Kay, slightly injured, at Harsimus Cove, Jersey City. F. Brannagan, conductor; H. A. Martindale, engineman.

October 28th.—John J. Keegan, slightly injured, at Harsimus Cove, Jersey City. F. McDonough, conductor; W. C. Johnson, engineman.

October 28th.—Chas. Schmidt, slightly injured, at Jersey City. E. Heaton, conductor; W. H. Gardner, engineman.

October 30th.—D. Van Duyne, severely injured, at Waverly. J. Hargrove, conductor; A. Bennett, engineman.

November 3d.—James C. Dolan, slightly injured, at Perth Amboy Junction. P. J. Hand, conductor; J. W. Monroe, engineman.

November 3d.—John Shannon, slightly injured, at Rahway. H. Stewart, conductor; M. F. Lee, engineman.

November 3d.—John Fitzgerald, slightly injured, at Harsimus Cove, Jersey City. M. O'Rourke, conductor; W. Templeton, engineman.

November 5th.—Thos. J. Riley, slightly injured, at Harsimus Cove, Jersey City. Frank Sheehan, conductor; Jos. Meegan, engineman.

November 5th.—Geo. Curren, slightly injured, at Jersey City. J. Lawler, conductor; F. Lozier, engineman.

November 6th.—Edward Lynch, severely injured, at Metuchen. F. Farber, conductor; J. P. Rood, engineman.

November 17th.—Herbert S. Allen, slightly injured, at Jersey City. J. E. Venner, conductor; H. Metz, engineman.

November 18th.—John Burke, slightly injured, at Meadows. W. Barnstorf, conductor; J. Meany, engineman.

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November 18th.—A. N. Weston, slightly injured, at Meadows. H. C. Beck, conductor; F. F. Kelly, engineman.

November 19th.—Frederick Wuelffer, slightly injured, at Harsimus Cove, Jersey City. F. McDonough, conductor; H. B. Allen, engineman.

November 25th.—H. Brockman, slightly injured, at Meadows. William White, conductor; C. H. Traphagen, engineman.

November 27th.—Harry Kerlin, slightly injured, at Meadows. S. R. Stockton, conductor; J. W. Nutt, engineman.

November 28th.—James Mack, slightly injured, at Jersey City. A. E. Boucher, conductor; J. W. Boice, engineman.

November 20th.—B. F. Daviler, slightly injured, at Meadows. Geo. Riggs, conductor; W. Moore, engineman.

December 4th.—Mathew Spille, slightly injured, at Newark. J. Hickey, conductor; E. Reynolds, engineman.

December 4th.—Alexander Keeler, severely injured, at Harsimus Cove, Jersey City. M. C. Scanlan, conductor; Chas. Cozzens, engineman.

December 9th.—Albert Nixon, slightly injured, at Harsimus Cove, Jersey City. D. Holderman, conductor; J. Coulson, engineman.

December 9th.—John B. Williams, severely injured, at Meadows. Frank Kelly, conductor; F. E. Pierce, engineman.

December 11th.—Walter A. Booth, slightly injured, at Harrison. A. J. Coyle, conductor; F. Disbrow, engineman.

December 13th.—James Westcott, slightly injured, at Rahway. E. Pullen, conductor; J. H. Warren, engineman.

December 13th.—John Price, slightly injured, at Meadows yard. Samuel Lynn, conductor; Geo. Auchter, engineman.

December 16th.—Chas. F. Karseboom, slightly injured, at Newark. James Stevens, conductor; A. W. Denton, engineman.

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December 23d.—R. L. Bennett, slightly injured, at Meadows yard. H. C. Beck, conductor; Jas. Rogers, engineman.

December 26th.—Henry Otto, severely injured, at Meadows yard. Jas. Huggard, conductor; G. H. Hunt, engineman.

December 26th.—Chas. Perrine, slightly injured, at Meadows yard. W. L. Boylan, conductor; F. E. Pierce, engineman.

December 29th.—E. C. Shaffer, slightly injured, at Jersey City. T. Dempsey conductor; J. M. Slater, engineman.

Employes killed or injured by accident as stated.

January 4th.—John Berry, struck by a train and killed while walking on the track east of Deans. J. Brown, conductor; J. P. Rood, engineman.

January 7th.—Robert C. Wells, slightly injured by breaking a globe of train signal lamp, at New Brunswick. W. C. Smith, conductor; C. N. Devinney, engineman.

January 7th.—John Ryan, slightly injured by striking bridge over Hackensack river, while riding on top of a train. William Sayre, conductor; O. A. Shipman, engineman.

January 8th.—Peter Nelson, slightly injured by hand being caught between lading and end of car, at Jersey City. William Kindred, conductor; S. W. Crelin, engineman.

January 12th.—Joseph Wasilewski, slightly injured while repairing a car, at Jersey City.

January 13th.—Mathew Brown, slightly injured by a piece breaking from a hammer while working on wall of tunnel, at Trenton.

January 13th.—William J. Stevenson, severely injured by falling from trestle of Harsimus Cove Branch, Jersey City.

January 13th.—J. Fredericks, slightly injured by collision of trains, at Linden. Wm. White, conductor; Lincoln Bates, engineman; J. Helferty, conductor; F. E. Sirene, engineman.

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January 13th.—Herman Behrman, severely injured by collision of trains, at Iselin. J. Ward, conductor; C. O. French, engineman; F. Thompson, conductor; H. Behrman, engineman.

January 14th.—Patrick Jordan, slightly injured by falling from the incline to platform of coal wharf, at Meadows.

January 14th.—Louis Taylor, slightly injured by a piece of steel breaking from a rivet cutter, at Trenton.

January 14th.—Frank Scudder, slightly injured by attempting to get on a moving train, at Linden. W. B. Fenton, conductor; I. A. Van Nuys, engineman.

January 20th.—Nicholas Doyle, severely injured by being struck by a train while walking on the track, at Plainsboro. T. J. Carmody, conductor; A. P. Swem, engineman.

January 23d.—David C. Booz, slightly injured by jumping from a moving train, at Waverly. —— ——, conductor; —— ——, engineman.

January 23d.—Linton R. Thorn, slightly injured by foot being struck by an iron bar, at Waverly.

January 23d.—John Mulhall, severely injured, and Thomas Murray, fatally injured, while repairing cars at Meadows. J. Hargrove, conductor; A. W. Denton, engineman.

January 24th.—Henry B. Henry, slightly injured by being struck by stand-pipe, at Meadows. Wesley Vance, conductor; E. Christian, engineman.

January 24th.—August Myer, slightly injured while assisting to handle baggage, at Jersey City.

January 26th.—Andrew C. Maphet, slightly injured by attempting to get on a moving train, at Plainsboro. F. Easterline, conductor; W. W. Lyon, engineman.

January 27th.—James Murray, slightly injured by falling while walking over a pile of lumber, at Harsimus Cove, Jersey City.

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January 31st.—George R. Dixon, slightly injured while breaking coal in tank of engine, at Jersey City. H. Miller, conductor; J. W. Boice, engineman.

February 1st.—W. B. Marvel, struck by a train and killed while patrolling tracks, at Waverly. C. S. Hogan, conductor; G. W. Bishop, engineman.

February 3d.—Patrick Meehan, slightly injured by hand being caught between pin and block while working on bridge over Hackensack river.

February 3d.—William Shuttleworth, slightly injured by a piece of timber falling on him while working on a bridge over the Hackensack river.

February 4th.—William Ryan, severely injured by being struck by a train while cleaning ash-pan of an engine, at East Brunswick. William Messer, conductor; G. E. Roe, engineman; J. Ward, conductor; F. Silvers, engineman.

February 7th.—O. A. Lane, slightly injured by hand being caught between a lump of coal and door of engine furnace, at Jersey City. J. Brennen, conductor; J. S. Sullivan, engineman.

February 17th.—John Van Doren, slightly injured by falling from a moving train, at South Elizabeth. Richard Mack, conductor; H. Seals, engineman.

February 20th.—Jos. Saunders, slightly injured by falling from the top of a car, at Harsimus Cove, Jersey City.

February 20th.—John Smith, slightly injured by a piece of lumber falling on his foot, at Harsimus Cove, Jersey City.

February 22d.—Jos. Deitz, slightly injured by a piece of board falling on him while working on the trestle at Harsimus Branch, Jersey City.

February 27th.—J. D. Morris, struck by a train and killed while walking or standing on the track, at Meadows. A. V. Bergen, conductor; Geo. B. Taylor, engineman.

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March 1st.—Patrick Mallia, found lying on the track, dead, supposed to have been run over and killed by freight cars being drilled, at Harsimus Cove, Jersey City.

March 4th.—Nicholas Le Pere, slightly injured by hand being caught while loading rails on a car, at Trenton.

March 8th.—Isaac Rice, found lying on track, fatally injured, supposed to have been struck by train while cleaning switches, at Newark. —— ——, conductor; —— ——, engineman.

March 10th.—Thos. Whelan, slightly injured by hand being caught under lid of journal box while packing hot box of a car, at Monmouth Junction. G. S. Stults, conductor; F. Blakesley, engineman.

March 13th.—Jas. Ferrer, severely injured by a stone falling upon him from a derrick, at Trenton.

March 13th.—Adam Calder, severely injured while assisting to load spiles on a barge, at Harsimus Cove, Jersey City.

March 13th.—Ralph Voorhees, severely injured by hand coming in contact with a circular saw, at Hoboken shops.

March 13th.—Jacob Stevens, slightly injured while repairing a car, at Harsimus Cove, Jersey City.

March 19th.—Mathew Boucher, slightly injured while putting a safety plate in place on an engine, at Meadow shops.

March 24th.—Horace O. Bachman, fatally injured by striking coal-bin when drawing water from tank of engine while in motion, at Perth Amboy Junction. William Ruoff, conductor; J. C. Knowles, engineman.

March 26th.—Andrew M. Marshall, killed by falling from a moving freight train, at East Brunswick. Jas. Brown, conductor; W. Seals, engineman.

March 29th.—C. W. Livezey, slightly injured by falling from a moving freight train, at Rahway. W. H. Brooks, conductor; E. R. Trout, engineman.

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March 29th.—Ernest Seifert, slightly injured by a riveting iron falling on his foot, at Meadow shops.

March 29th.—Chas. T. Jackson, slightly injured by hand being caught between car door and casing, at Perth Amboy. J. W. Meshrow, conductor; T. Smith, engineman.

March 31st.—Jos. H. Hudson, severely injured by falling from a moving freight train, at Monmouth Junction. Howard Taylor, conductor; Harry Stubbs, engineman.

April 1st.—W. H. Parleman, severely injured by falling from a moving freight train, at New Brunswick. W. H. Brooks, conductor; E. R. Trout, engineman.

April 2d.—Morris Slack, severely injured by being struck in the eye by a piece of broken spike, at Avenel.

April 2d. J. P. Freeman, slightly injured by falling from an engine, at Jersey City. Thos. Gallagher, conductor; J. P. Freeman, engineman.

April 3d.—Mathew Brown, killed by being struck by a train while working on a bridge near Lawrence. W. H. Burroughs, conductor; L. Meyers, engineman.

April 5th.—Thos. Lambert, slightly injured by attempting to get on a moving engine, at Jersey City. C. Womelsdorf, conductor; E. W. Rose, engineman.

April 7th.—Willis Smigoskie, slightly injured while assisting to remove the old freight-house, at Jersey City.

April 9th.—John Donovan, slightly injured by being struck by a wrench while opening the drop doors of a coal car, at Meadow shops.

April 11th.—Henry Grady, slightly injured by being struck by a pick, at New Brunswick.

April 14th.—Jacob Hague, severely injured by falling from a car of lumber, at Jersey City.

April 15th.—John Garrison, slightly injured by the head of a bolt breaking off, at Harsimus Cove, Jersey City.

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April 16th.—Gus. Bergland, slightly injured while assisting to handle lumber, at Harsimus Cove, Jersey City.

April 17th.—Chas. H. Rowland, slightly injured while assisting to load pipe on a lighter, at Jersey City.

April 20th.—John Fitzgerald, slightly injured by falling from a moving engine, at Harsimus Cove, Jersey City. Thos. McVey, conductor; H. L. Behrman, engineman.

April 21st.—W. M. Frazer, severely injured while working on a car while being drilled, at Jersey City. P. Mullins, conductor; P. Metz, engineman.

April 21st.—Daniel Lennon, slightly injured while assisting to move an old buffer block, at Jersey City.

April 22d.—Elmer E. Arnold, right eye slightly injured by a cinder from an engine, at South Elizabeth. J. R. Cornell, conductor; G. W. Bishop, engineman.

April 24th.—C. H. Garretson, slightly injured by being struck by a portion of a wagon that was struck by a train, at Jersey City. A. N. Ritter, conductor; W. Furman, engineman.

April 26th.—John Quinlan, severely injured by being struck by a train while working on the track, at New Brunswick. J. W. Bostwick, conductor; R. K. Stackhouse, engineman.

April 29th.—Michael Rooney, slightly injured by being struck by a train while walking on the track, at Shanley's Cut, Jersey City. H. Stewart, conductor; M. F. Lee, engineman.

April 29th.—Geo. W. Mundy, slightly injured by an adze while pointing a piece of plank, at Rahway.

April 30th.—Jacob Jacobson, slightly injured by being struck by a train while working on a bridge, at Jersey City. Rollin Seran, conductor; H. Lattig, engineman.

May 1st.—Dallas Colton, slightly injured while sliding down a rope from top building, at Hoboken shops.

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May 2d.—James Sheppard, slightly injured by being struck by a train while walking on the track, at Trenton. G. Rigg, conductor; Watson Moore, engineman.

May 2d.—Philip Beggens, severely injured by falling through a skylight, at Hoboken shops.

May 3d.—Lindsley Freeman, severely injured by falling from a scaffold, at South Elizabeth.

May 8th.—Michael Shutts, slightly injured by a hand-car upsetting while handling track rails, at Jersey City.

May 10th.—John Moran, severely injured by being struck by a winch while loading a barge, at Harsimus Cove, Jersey City.

May 10th.—Ames Turner, slightly injured by cars colliding while being drilled, at Jersey City. P. Monnahan, conductor; C. Creevy, engineman.

May 13th.—Alex. Plunkett, slightly injured while cutting rivets from an old bridge, at Waverly.

May 17th.—James M. Masker, slightly injured by hand being struck by maul, at Jersey City.

May 17th.—W. Hackelton, fatally injured by jumping from a moving train, at Jersey City. A. F. Waters, conductor; W. H. Cook, engineman.

May 18th.—Anthony Falloway, found lying along the track fatally injured, supposed to have been struck by a train while walking on the track, at Waverly. —— ——, conductor; —— ——, engineman.

May 20th.—Adam Glebe, severely injured by being struck by a train while walking on the track, at Schalks. J. P. Goldy, conductor; J. Cain, engineman.

May 24th.—Owen McCloskey, slightly injured by a bale of waste falling on him, at Jersey City.

May 28th.—Patrick Hickey, slightly injured by boot being caught between throat of frog and rail of turn-table, at Jersey City.

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May 31st.—J. S. Hulick, slightly injured by collision of freight trains, at Rahway. J. S. Hulick, conductor; W. E. Keefe, engineman; William White, conductor; D. W. J. Mahoney, engineman.

June 3d.—T. G. Mason, slightly injured by cars colliding, at Waverly. A. E. Ludlow, conductor; W. H. Fagans, engineman.

June 5th.—Thos. Myron, severely injured while assisting to load track rails on a car, at Linden.

June 5th.—J. Rodaway, slightly injured by hand being caught while coupling baggage crates, at Jersey City.

June 6th.—John Spearling, slightly injured while unloading lumber from a car, at Meadow shops.

June 7th.—John C. O'Reilly, slightly injured by falling, at Monmouth Junction.

June 10th.—John Storm, slightly injured while removing crossing gates, at Jersey City.

June 12th—Thos. Patterson, slightly injured while assisting to unload machinery from a lighter, at Hoboken.

June 14th.—Patrick Ryan, slightly injured by falling, at Harsimus Cove, Jersey City.

June 14th.—Harry Barber, fatally injured by cars being moved while sitting under them, at Harrison. H. Christian, conductor; F. C. Shotwell, engineman.

June 17th.—T. F. Phillipson, seized with a hemorrhage while assisting to turn an engine, at Perth Amboy Junction. J. Brown, conductor; J. H. Emmons, engineman.

June 19th.—Thos. Court, slightly injured by falling from the pier to a float, at Jersey City.

June 19th.—D. J. Cheek, slightly injured by being struck by an engine while working on a bridge over Hackensack river. ——, conductor; G. H. Burton, engineman.

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June 26th.—Frank McLaughlin, slightly injured by being struck by a runaway horse, at Newark.

June 24th.—Chas. Parkins, slightly injured by falling when stepping from a float to a tug, at Jersey City.

July 1st.—Mrs. Margaret Ferguson, slightly injured by collision of cars, at Jersey City. J. McLaughlin, conductor; J. A. Barry, engineman.

July 2d.—James Scotten, slightly injured while assisting to unload switch timber from a car, at Jersey City.

July 3d.—A. Antman, slightly injured by falling from a ladder, at Jersey City.

July 3d.—Michael Uridgehauk, killed by being struck by a train while standing on the track, at Marion. R. W. Atkinson, conductor; J. Huber, engineman.

July 9th.—Geo. Henderson, severely injured by hand being caught between lading and end of car, at Meadows. Frank Kelly, conductor; F. Lozier, engineman.

July 9th.—Antonio Gaudiosi, severely injured by falling from the tender of an engine, at Waverly.

July 11th.—Frank Reese, slightly injured by falling from a car, at Trenton.

July 14th.—John T. Reilly, slightly injured by being struck by a hammer, at Hoboken shops.

July 15th.—Thos. Norwiskie, slightly injured by striking hand against the teeth of a cross-cut saw, at Jersey City.

July 17th.—Peter Cassidy, slightly injured by a car window falling on his hand, at Jersey City.

July 18th.—Peter Scow, slightly injured by a gang plank being thrown against him, at Jersey City.

July 21st.—Michael Kilroy, slightly injured by foot being caught under a wheel of transfer table, at coal wharf, Meadows.

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July 22d.—Mrs. Annie O'Neil, slightly injured by collision of cars, at Jersey City. E. Heaton, conductor; T. O'Connor, engineman.

July 22d.—Geo. Meyers, slightly injured by being caught between moving cars and stanchion of a float, at Harsimus Cove, Jersey City. F. Sheehan, conductor; J. Haney, engineman.

July 23d.—O. Geisner, severely injured by being struck by a piece of steel, at Meadow shops.

July 24th.—Frank Comroad, slightly injured by being struck by a train while walking on the track, at Trenton. O. W. Hoff, conductor; R. K. Stackhouse, engineman.

July 26th.—Jos. Ciran, slightly injured by being struck by a block of wood, at Jersey City.

July 26th.—Peter Kelly, slightly injured while assisting to handle track rails, at Rahway.

July 26th.—Thos. Howley, severely injured by being struck in the eye by a piece of steel, at Newark.

July 26th.—Henry Doyle, slightly injured while loading pipe into a wagon, at Jersey City.

July 27th.—Gilman Demick, slightly injured by a plank falling on his foot, at Jersey City.

July 28th.—William Werkentheim, slightly injured by an iron bushing falling on his foot, at Hoboken shops.

July 28th.—C. F. Curtis, slightly injured by head coming in contact with an overhead bridge while riding on top of a freight train, at Hackensack river. J. Green, conductor; C. Voorhees, engineman.

July 30th.—John Burker, slightly injured while assisting to handle track rails, in Meadows yard.

August 4th.—C. A. Thomas and G. W. Walker, slightly injured, and William Woodington, severely injured, by a collision of freight

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trains, at Princeton Junction. Howard Booz, conductor; C. A. Thomas, engineman; C. H. Whitehouse, conductor; Lincoln Bates, engineman.

August 6th.—Egbert Goodrich, slightly injured by a hydraulic jack falling on his foot, at Marion.

August 6th.—Peter Hermann, slightly injured while assisting to unload car trucks from a car, at Meadow shops.

August 8th.—Frank Riglon, slightly injured while assisting to handle cross-ties, at North Elizabeth.

August 10th.—Jacob Zolkoski, slightly injured while assisting to handle track rail, at Jersey City.

August 16th.—Ambrosia Heidick, severely injured by car being moved while working under it, at Jersey City. P. Mullin, conductor; P. Metz engineman.

August 18th.—John Stronstrom, slightly injured while assisting to unload lumber from a barge, at Jersey City.

August 18th.—Chris. Johnston, slightly injured while adzing a piece of timber, at Jersey City.

August 18th.—Frank Minder, killed by being struck by an engine while walking on the track, at Harsimus Branch, Jersey City. William Sayre, conductor; H. L. Roe, engineman.

August 21st.—Francis Dolan, slightly injured by jumping from an engine while in motion, at Hackensack river bridge. —— ——, conductor; J. M. Cook, engineer.

August 22d.—Olen Ellsworth, slightly injured by hand being caught while assisting to unload logs from a barge, at Harsimus Cove, Jersey City.

August 23d.—Albert Graham, slightly injured by finger being caught under an iron bar, at Jersey City.

August 25th.—Michael Kalale, slightly injured while assisting to unload switch timber from a car, at Jersey City.

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August 28th.—Frank McLaughlin, slightly injured while assisting to handle baggage, at Jersey City.

August 29th.—Mrs. Bridget Murphy, slightly injured by collision of cars, at Jersey City. E. Heaton, conductor; W. H. Gardner, engineman.

August 30th.—Frank Wilcox, slightly injured while assisting to unload lumber from a car, at Trenton.

September 2d.—John White, killed while attempting to put a trunk on a moving train, at Jersey City. R. W. Atkinson, conductor; J. Huber, engineman.

September 2d.—Egbert Goodrich, slightly injured while repairing a car, at Jersey City.

September 3d.—Thos. Kirby, killed by being struck by a train while working on the track east of Lawrence. G. K. Deane, conductor; I. D. Fry, engineman.

September 4th.—Frank Harrison, slightly injured while assisting to unload express from a car, at Newark. J. McLaughlin, conductor; J. K. Niece, engineman.

September 5th.—G. M. Hoff, slightly injured while repairing a car, at Robinvale.

September 5th.—Cyrus Slack, severely injured while assisting to repair an overhead bridge, at Trenton.

September 8th.—Frank Donald, severely injured by falling from train-shed of station, Jersey City.

September 9th.—Morris Clendenny, slightly injured, and Conrad Quinn, severely injured, by cap of an engine blowing off, at Jersey City.

September 11th.—August Shirrle, slightly injured by an object thrown from an overhead bridge, at Jersey City. William Connors, conductor; W. H. Holland, engineman.

September 12th.—William Johnson, severely injured by falling from the wall of tunnel, at Trenton.

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September 12th.—Richard Tierney, fatally injured by being caught while attempting to pass between moving cars, at Harsimus Cove, Jersey City. M. McGovern, conductor; E. Arnold, engineman.

September 13th.—John Harkins, slightly injured while assisting to handle lumber near Mile Run yard, New Brunswick.

September 14th.—F. M. Tappen, killed by being run over while flagging track by reason of a wreck at Rahway. Samuel Labar, conductor; F. J. Mendenhall, engineman.

September 15th.—Fred. Schmidt, severely injured while assisting to unload iron castings from a barge, at Jersey City.

September 15th.—Gus. Anderson, slightly injured by falling from a tug to a float, at Jersey City.

September 16th.—N. C. Tyrrell, slightly injured by falling from an engine, at Perth Amboy.

September 17th.—Ernest Bohde, drowned by falling from a float, at Jersey City.

September 19th.—Patrick Croake, killed by being struck by a train while patrolling tracks, at Marion. Thomas Gallagher, conductor; I. A. Van Pelt, engineman.

September 20th.—David V. Fox, fatally injured by collision of freight trains, near Menlo Park. David V. Fox, conductor; C. Hill, engineman; John Langan, conductor; G. W. Hunt, engineman.

September 20th.—George Burnett, slightly injured while cleaning a train signal lamp, at Harrison. H. Christian, conductor; P. J. Lawton, engineman.

September 24th.—John O'Neil, severely injured by falling from an engine, at Meadow shops.

September 24th.—Jonathan Rose, severely injured by being struck in the eye by a broken bolt, at Meadow shops.

September 25th.—W. H. Walker, slightly injured while assisting to handle freight, at Middlebush.

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September 27th.—B. P. Wiltberger, severely injured by hand being caught in gear-wheel of shaping machine, at Meadow shops.

September 29th.—John Kier, slightly injured while assisting to load bridge iron on a car, at Trenton.

October 2d.—Patrick Shanghnessy, severely injured by falling from a moving train, at Marion. A. V. Bergen, conductor; I. A. Van Pelt, engineman.

October 3d.—E. Pinkham, slightly injured by falling, at Jersey City.

October 4th.—John J. Conkling, severely injured by being struck by a train while crossing the tracks, at Jersey City. J. A. Vrooman, conductor; A. Schooner, engineman.

October 8th.—Henry Colson, slightly injured while repairing window-sash of a tug, at Hoboken shops.

October 14th.—Paul Busch and Charles Tornquist, slightly injured while assisting to load iron on a barge, at Harsimus Cove, Jersey City.

October 14th.—Daniel Ruby, slightly injured by lid of journal box while oiling car, at Jersey City.

October 17th.—Ernest Birkenbaum, slightly injured by glass from a broken car window, at Jersey City. D. B. Tice, conductor; Thomas Hill, engineman.

October 20th.—James Gerahty, fatally injured by being struck by a train while crossing the tracks, at Jersey City. J. R. Cornell, conductor; B. M. Lupton, engineman.

October 22d.—John Connor, slightly injured by falling from a car, at Meadows.

October 23d.—Edward S. Secor, slightly scalded by water-gauge glass of a tug breaking, at Hoboken shops.

October 28th.—Thomas Finingan, slightly injured by foot being run over by a hand-truck, at Newark.

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October 30th.—Henry Goode, slightly injured by being struck by a lump of coal falling from a train west of Monmouth Junction. J. Beach, conductor; George Woolsey, engineman.

November 1st.—Henry Dwyre, slightly injured while repairing interlocking, at Metuchen.

November 5th.—Michael Brannagan, severely injured by being struck by derrick handle, at Waverly.

November 6th.—William H. Lewis aud George A. Brame, severely injured by collision of trains, at Trenton. J. McLaughlin, conductor; Geo. Woolsey, engineman; William H. Post, conductor; William H. Lewis, engineman.

November 11th.—Charles Thompson, slightly injured by being struck by the handle of a derrick, at Newark.

November 11th.—George B. Edinger, severely injured by hand being caught under a steam hammer, at Meadow shops.

November 12th.—John H. Myer, severely injured by falling from a moving train, at East Brunswick. W. Simmons, conductor; A. J. O'Neil, engineman.

November 14th.—Edward McKigney, fatally injured by being struck by a train while acting as a crossing flagman, at Jersey City. C. R. Evans, conductor; E. Carr, engineman.

November 20th.—Eugene Sullivan, slightly injured by being struck by an engine while working on the track, at Jersey City. —— ——, conductor; J. Smith, engineman.

November 22d.—Michael Johnson, slightly injured by falling while working on the elevated railroad, Jersey City.

November 23d.—Dennis Agars, found lying on the track dead; supposed to have been struck by a train while attending switches, at Jersey City. —— ——, conductor; —— ——, engineman.

November 25th.—George Howard, slightly injured by hand being caught between line and cleat of a float, at Harsimus Cove, Jersey City.

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November 27th.—John A. Anderson, slightly injured by falling while carrying a piece of timber, at Jersey City.

November 28th.—Stephen Hoey, slightly injured by hand being caught between door and casing, at Newark.

December 1st.—Thomas Smith, severely scalded while drawing water from an engine, at Jersey City.

December 3d.—D. D. West, killed by being struck by a train by reason of falling from a moving train, at Waverly. R. S. Wells conductor; J. C. Currie, engineman; George Arnet, conductor; C. W. Plant, engineman.

December 4th.—William Smith, slightly injured by being struck by a train while working at a wreck, at Newark. W. J. Costigan, conductor; T. S. Smith, engineman.

December 5th.—Thomas F. Joseph, slightly injured by glass from a broken hand-grenade, at Millham Junction.

December 9th.—James Burke, fatally injured by falling from the incline to wharf floor, at coaling station, Meadows.

December 9th.—John Kameski, slightly injured while repairing a car, at Jersey City.

December 12th.—James H. King, fatally injured by attempting to get on a moving freight train, at Jersey City. J. Daily, conductor; T. O'Connor, engineman.

December 14th.—John Hurley, slightly injured by being struck by a pick, at Jersey City.

December 16th.—Frank Morris, slightly injured by falling while oiling engine of a tug, at Jersey City.

December 16th.—John Hickey, killed by being struck by a light engine while attending switches, at Jersey City. —— ——, conductor; Charles Lynch, engineman.

December 16th.—Lon. Oiski, slightly injured while repairing a car, at Jersey City.

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December 20th.—Antonio Gaudiosi, slightly injured by adze slipping while cutting wood, at Waverly.

December 20th.—Thomas H. Cadell, slightly injured by striking flag shanty while backing a car in yard, at Newark. O. W. Hoff, conductor; Thomas H. Cadell, engineman.

December 20th.—Charles W. Jobes, severely injured by being struck by a train while crossing tracks when taking coal and water, at Millham Junction. Frank Quimby, conductor; C. W. Ferguson, engineman; H. Stewart, conductor; M. F. Lee, engineman.

December 23d.—Edward Loebar, slightly injured while repairing an engine, at Meadow shops.

December 23d.—Peter S. Mitchell, slightly injured by being caught between train while walking on the track, at Jersey City. Thomas Gallagher, conductor; G. B. Taylor, engineman; C. R. Evans, conductor; E. Carr, engineman.

December 25th.—Thomas Martin, slightly injured while assisting to move a cupboard or case, at Jersey City.

December 27th.—Isaac Lagerlof, slightly injured by being struck by an engine while shoveling snow, at Jersey City. L. McDonald, conductor; J. S. McKenzie, engineman.

December 27th.—John Tierney, slightly injured by a hydraulic jack falling on him, at Meadow shops.

December 30th.—John Kelso, severely injured by jumping from a moving train, at New Brunswick. J. Britt, conductor; D. W. J. Mahoney, engineman.

December 30th.—James Carvenale, severely injured by being struck by a train while shoveling snow from the track, at Newark. J. L. Parker, conductor; J. Houk, engineman.

December 31st.—Daniel Ruby, found dead, supposed to have been killed by falling under moving cars while oiling cars on a parallel track, at Harsimus Cove, Jersey City.

The enginemen and conductors mentioned were retained in the service of the company.

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AMBOY DIVISION.

Persons killed by passing trains, struck while walking or standing on track.

January 10th.—Joseph Day, walking on track, Camden yard. John Clark, conductor; J. Kugler, engineman.

February 13th.—Mary Spatford, walking on track, South Amboy. J. Ward, conductor; W. F. Smith, engineman.

May 15th.—William Dean, walking on track, White Hill. S. B. Norcross, conductor; C. M. Cable, engineman.

June 6th.—Albert Berger, walking on track, Ernston. J. Dowell, conductor; I. F. Worts, engineman.

July 4th.— Chas. Smith, Jr., walking on track, Fish House. M. A. Stewart, conductor; W. Gulick, engineman.

July 21st.—George Haines, walking on track, Pavonia. J. Dowell, conductor; J. Colton, engineman.

August 16th.—Unknown man, walking on track, Mount Holly. J. Scroggy, conductor; Wm. Cowls, engineman.

October 1st.—John Johnson, walking on track, Mount Holly Junction. E. S. Sapp, conductor; Geo. Schuyler, engineman.

November 5th.—Annie Wheireuch, walking on track, Helmetta. C. W. Sutton, conductor; J. White, engineman.

December 2d.—Timothy McMahan, walking on track, Tennent. R. G. Baremore, conductor; G. Morris, engineman.

December 4th.—Henry Zimmerman, walking on track, Prospect Plains. J. A. Broady, conductor; H. Dewees, engineman.

Persons injured by passing trains while walking or standing on track.

May 31st.—W. H. Walmseda, head cut, lying on track, Edgewater Park. E. S. Sapp, conductor; B. F. Thompson, engineman.

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August 7th.—Thomas O'Brien, shoulder hurt, walking on track, Camden. E. Deacon, conductor; T. J. Bunting, engineman.

August 20th.—Lizzie Erwood, head hurt, lying on track, Mount Holly. E. Ryan, conductor; J. Griffith, engineman.

August 22d.—John Seafort, back hurt, walking on track, Camden. I. Peak, conductor; F. Disbrow, engineman.

September 27th.—James Ward, ribs broken, walking on track, Camden. E. Deacon, conductor; T. D. Bunting, engineman.

November 1st.—David Kurts, head cut, walking on track, Camden. S. H. Leap, conductor; J. Griner, engineman.

November 5th.—Maggie Managottera, foot cut, walking on track, Helmetta. C. W. Sutton, conductor; J. White, engineman.

November 14th.—Maggie Hurley, head cut, sitting on track, Mount Holly. E. C. Ayres, conductor; J. H. Alcott, engineman.

July 31st.—Wm. McKenna, head cut, walking on track, Jamesburg. C. Rice, conductor; A. Neisser, engineman.

August 22d.—A. R. Wilson, foot hurt, sitting on track, Burlington. Train unknown.

Persons killed or injured getting on or off moving trains.

February 4th.—Fred. Osborn, side hurt, getting off, Camden. R. H. Robbins, conductor; C. M. Cable, engineman.

February 25th.—William Blanch, foot hurt, jumping off, Mount Holly. R. H. Robbins, conductor; Wm. Cowles, engineman.

June 14th.—Abner Cole, neck hurt, jumping off, Hightstown. A. F. Perrett, conductor; W. L. Cole, engineman.

June 24th.—William Adams, leg hurt, jumping on, Burlington. E. Stout, conductor; G. H. Hudnut, engineman.

July 28th.—Josiah Giles, head cut, jumping off, Jamesburg. J. Langan, conductor; C. Bogert, engineman.

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September 1st.—Daniel Bowne, head hurt, jumping off, Freehold. J. H. Riddle, conductor; B. F. Thompson, engineman.

October 13th.—H. A. Taylor, head hurt, jumping off, Camden. J. Gordon, conductor; W. Cowles, engineman.

November 3d.—Mrs. A. Schicadang, head hurt, stepping off, Hartford. M. A. Stewart, conductor; W. G. Morgan, engineman.

November 5th.—Chas. Whitmire, head cut, jumping off, Mount Holly. E. W. Ancker, conductor; G. O'Neil, engineman.

November 8th.—R. A. Simms, head hurt, jumping off, Edgewater Park. R. A. Lewis, conductor; J. Conard, engineman.

December 6th.—Geo. Ferguson, arm hurt, stealing ride, Florence. E. Simpkins, conductor; E. P. Fennimore, engineman.

Persons killed or injured by moving trains while crossing tracks.

February 3d.—Mary Horn, killed, Bordentown. S. F. Slacum, conductor; T. D. Joiner, engineman.

February 4th.—Lizzie Sharp, killed, Hartford. E. Deacon, conducter; T. D. Bunting, engineman.

February 10th.—Geo. E. Fisher, head and body hurt, Merchantville. E. W. Ancker, conductor; W. W. Watts, engineman.

February 15th.—William Winter, head hurt, Camden. E. W. Ancker, conductor; J. Lewis, engineman.

February 22d.—Joseph Schmidt, killed, Twelfth street, Camden. R. H. Robbins, conductor; Wm. Cowles, engineman.

May 29th.—Nicholas Bowa, leg broken, Trenton. E. A. Gross, conductor; J. Conrad, engineman.

June 25th.—Manuel Kline, shoulder hurt, Trenton. E. Stout, conductor; G. H. Hudnut, engineman.

July 16th.—Matthew O'Brien, shoulder hurt, South Amboy. J. Johnson, engineman.

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July 19th.—James Yeager, killed, Twelfth street, Camden. R. E. Lewis, conductor; B. F. Jobs, engineman.

August 8th.—William Goodenough and wife, bruised, Moorestown. E. Deacon, conductor; T. D. Bunting, engineman.

September 28th.—Marietta Clatts, killed, South Pemberton. J. G. Clarke, conductor; J. D. Huston, engineman.

October 10th.—Abraham Shannon, killed, Fish House. R. E. Lewis, conductor; Geo. Schuyler, engineman.

January 17th.—Jules Strenger, bruised, Second street, Camden. J. Williams, conductor; G. Baxter, engineman.

Persons killed or injured in other ways than as above stated.

April 12th.—Charles P. Farmer, back hurt, collision, Bordentown. E. Stout, conductor; George Kerr, engineman.

April 25th.—Steadman Applegate, finger hurt by door, Freehold. B. L. Wolcott, conductor; J. Cain, engineman.

September 11th.—J. Ralstaff, face cut by glass, Englishtown. B. L. Wolcott, conductor; C. H. Smith, engineman.

September 11th.—Emma Scott, Adele Redheffer, Clara Conyers, A. H. Henderson and wife, bruises and slight wounds, collision, Yellowbrook. W. H. Hoot, conductor; W. Gulick, engineman.

September 15th.—John Carnell, killed, falling on track, Camden. Wm. Cowles, engineman.

Persons killed or injured, found along tracks, probably struck by trains. Trains unknown.

June 22d.—Unknown man, killed, near Cooper's Creek, Camden. Found by Con. Broady, train 401.

August 23d.—Michael Donnegan, killed, near White Hill.

December 13th.—John Corbitt, Jr., killed, Bordentown. Found by Watchman Flynn.

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Employes killed or injured, coupling or handling cars.

January 2d.—Eugene McCormick, hand hurt, Camden. J. Mackey, conductor; H. Wells, engineman.

January 14th.—Charles Dailey, arm hurt, South Amboy. E. Bloodgood, conductor; S. Y. Morris, engineman.

January 18th.—John. Navin, face cut, South Amboy. C. Hardy, engineman.

January 20th.—John Cahill, hand hurt, Camden. A. Kirk, conductor; H. Crispin, engineman.

January 23d.—G. W. Tribbit, hand hurt, Florence. C. S. Toy, conductor; L. Elbertson, engineman.

January 24th.—Alex. McManus, killed, South Amboy. A. E. Ludlow, conductor; W. Fagans, engineman.

January 30th.—Budd Egbert, hand hurt, Camden. Budd Egbert, conductor; E. Vernon, engineman.

February 3d.—E. M. T. Bloodgood, hand hurt, South Amboy.

February 5th.—George Madora, hand hurt, Riverside. C. S. Toy, conductor; L. Elbertson, engineman.

February 17th.—H. M. Day, leg bruised, West Palmyra. J. L. Day, conductor; A. J. Downs, engineman.

February 25th.—James Dougherty, body bruised, Camden. J. Hensell, conductor; Wm. Rule, engineman.

March 29th.—Thomas Asay, hand hurt, Mount Holly. H. Garron, conductor; J. A. Taylor, engineman.

May 2d.—Clinton L. Dubell, hand hurt, Riverton. C. Martin, conductor; H. Dewees, engineman.

May 6th.—Chas. Bloodgood, hand hurt, South Amboy. J. Baily, conductor; T. A. Rue, engineman.

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May 12th —Louis Dill, arm hurt, South Amboy. J. Manhattan, conductor; D. A. Vandusen, engineman.

June 4th.—Isaac Freeman, body bruised, Pavonia. J. Durkin, conductor; H. P. Wilson, engineman.

June 9th.—J. B. Woodward, leg broken, South Amboy. J. C. Test, conductor; H. McDowell, engineman.

June 25th.—W. H. Budd, hand hurt, Newtown. N. Wright, conductor; J. Griffith, engineman.

July 9th.—Joseph Steen, hand hurt, Mount Holly. S. F. Slacum, conductor; J. West, engineman.

July 25th.—J. P. Kirkbride, hand hurt, Tenth street, Camden. J. P. Kirkbride, conductor; A. Burnum, engineman.

July 20th.—C. D. Raller, arm hurt, South Amboy. I. Slack, conductor; J. Clark, engineman.

August 5th.—D. J. Lee, body bruised, Camden. J. Macker, conductor; A. Hounslow, engineman.

August 13th.—George Kilpatrick, hand hurt, Camden. J. Durkin, conductor; P. H. Earley, engineman.

September 1st.—Daniel Kille, hand hurt, Camden. W. Twoes, conductor; D. Worts, engineman.

September 25th.—George Kilpatrick, hand hurt, Camden. S. Mowers, conductor; H. P. Wilson, engineman.

October 7th.—A. E. Lawrence, hand hurt, South Amboy. W. S. Mullen, conductor; C. Slack, engineman.

October 7th.—F. O. Bacon, head hurt, Camden. B. Todd, conductor; H. Hyers, engineman.

October 8th.—David Rohr, shoulder hurt, Camden. W. Pittman, conductor; H. Crispin, engineman.

October 15th.—Curtis Crosby, leg broken, Columbus. S. F. Slacum, conductor; J. West, engineman.

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October 31st.—George Decroft, hand hurt, Camden. W. Pitman, conductor; W. Rule, engineman.

December 6th.—William Ely, arm hurt, Hainesport. S. F. Slacum, conductor; James West, engineman.

December 23d.—Charles Eler, ankles bruised, Jamesburg. Thos. P. Ryan, conductor; D. Emmons, engineman.

Employes killed or injured in other ways.

January 3d.—John Mannix, back hurt by fall, Camden.

January 4th.—Charles W. Sparks, killed, walking track, Mount Holly Junction. J. Dowell, conductor; L. Wilkinson, engineman.

February 6th.—George F. Williams, hand hurt, Camden shops.

February 11th.—C. C. Somers, hand hurt, car door, Camden.

February 11th.—J. F. Stewart, hand cut, Camden shops.

February 22d.—Edward Ervin, foot hurt by bar, Camden yard.

February 27th.—Wm. Boger, foot hurt, hand car, Yardville.

March 3d.—John Murphy, leg broken, running cars, Camden yard.

March 13th.—Thomas James, killed, crossing tracks, Camden. E. C. Ayres, conductor; J. Colton, engineman.

March 20th.—Stephen Reilley, head cut by chute, South Amboy.

March 22d.—Wm. Hubley, leg cut by knife, Camden shops.

March 22d—Robert Bogart, leg hurt, hand car, Newtown.

March 25th.—Berhn Slechtfelt, hand hurt, bolt, Camden shops.

April 12th.—George Kerr, killed; Thomas Barrien, hands scalded, collision, Bordentown. E. Stout, conductor; G. Kerr, engineman.

April 30th.—G. A. Andrews, leg cut by torpedo, Old Bridge.

May 31st.—Jerry Conners, shoulder hurt by fall, South Amboy.

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June 5th.—W. H. Young, foot hurt by lumber, Camden.

June 17th.—John Kohofsky, leg hurt, sliding coal, South Amboy.

July 15th.—Jos. Stidpole, head hurt by pick, Mount Holly.

July 17th.—Samuel Gaskill, leg hurt by fall, Camden shops.

July 30th.—Joseph Jackson, head hurt, fall, South Amboy.

August 1st.—August Larsson, wrists broken, fall, South Amboy.

August 2d.—Peter Coyne, head cut by rivet flying, South Amboy

August 2d.—John Shinn, head hurt by plank, Bordentown.

August 6th.—Samuel Ladd, hand hurt in lathe, Camden shops.

August 18th.—J. H. McCloskey, hand hurt by baggage, Camden.

September 1st.—Henry Ely, hand hurt by plane bit, South Amboy.

September 3d.—William Taylor, foot bruised by trunk, Beverly.

September 6th.—C. M. Laird, leg broken, walking on track, South Amboy. W. H. Carr, conductor; J. H. Smith, engineman.

September 10th.—Frank Ketsner, shoulder hurt, collision, Deep Cut. W. Webber, conductor; T. Swangler, engineman.

September 11th.—J. H. Riddle, S. Dugan and G. Dare, slight cuts, collision. W. H. Hoot, conductor; W. Gulick, engineman.

September 14th.—A. Whittle, arm broken by chute, South Amboy.

September 17th.—R. A. Pierson, toe hurt by jack, Camden shops.

September 30th.—B. F. Lucas, face hurt by fall, Spotswood.

October 21st.—F. P. Rook, hand hurt by band saw, Camden shops.

October 26th.—Frank Shurlow, shoulder hurt by fall, South Amboy.

October 29th.—Bannard Scott, both legs broken by fall, Amboy.

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November 11th.—Jerry Lynch, killed, fell through trestle, Amboy.

November 13th.—Thomas Rawlins, arm hurt by flying steel, Camden shops.

December 1st.—David Holloway, foot hurt by rail, Camden.

December 2d.—J. R. Dougherty, leg bruised by timber, South Amboy.

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VINCENTOWN BRANCH RAILROAD COMPANY.

To the Comptroller of the State of New Jersey:

In obedience to a law of the State of New Jersey, approved March 27th, 1874 (Revision, p. 916), requiring annual reports to be made to the Legislature and transmitted to the Comptroller by the railroad companies of the State, the President of Vincentown Branch Railroad Company presents the following report for the year ending December 31st, 1890:

Capital stock paid in	$25,000 00
Bonded debt, paid and held by Pennsylvania Railroad	15,000 00
Floating debt.—None.	
Cost of road and equipments	$43,256 61

The road extends from Vincentown to Ewanville, a distance of two and eight-tenths miles.

It is leased to the Camden and Amboy Railroad Company at an annual rental of six per cent. on fifteen thousand dollars, held by individual stockholders (ten thousand dollars held by Pennsylvania Railroad Company).

It is equipped and operated by the Pennsylvania Railroad Company, and the further information required by law is furnished by that company, and is annexed hereto.

State of New Jersey, Burlington County, *ss.*—John S. Irick, being duly sworn, on his oath says that he is President of the Vincentown Branch Railroad, and that the foregoing statement is true and correct, to the best of his knowledge and belief.

JNO. S. IRICK.

Sworn and subscribed before me this 30th day of January, A. D. 1891.

HENRY J. IRICK,
Master Court of Chancery.

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RECEIPTS AND EXPENSES FOR 1890.

Income from passengers	$1,398 11
Income from freight	371 19
Income from other sources	369 28
Total	$2,138 58

Expenditures during the year for working road, including repairs, maintenance of way, motive power and contingencies $4,731 46

Dividends paid during the year 1890, and how paid—Two dividends of (three) 3 per cent. on $15,000, payable January 1st and July 1st.

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VINELAND RAILROAD COMPANY.

To the Comptroller of the State of New Jersey:

In obedience to a law of the State of New Jersey, approved March 27th, 1874 (Revision, p. 916), requiring annual reports to be made to the Legislature and transmitted to the Comptroller by the railroad companies of the State, the Vineland Railroad Company presents the following report for the year ending December 31st, 1890:

Capital stock paid in		$600,000 00
Cost of road and equipments—		
At foreclosure sale	$10,000 00	
Since added	130,311 58	
		140,311 58

The road extends from Atsion to Bay Side, a distance of forty-six and eighty-two hundredths miles.

State of New York, New York City and County, *ss.*—J. R. Maxwell, being duly sworn, on his oath says that he is President of the Vineland Railroad Company, and that the foregoing statement is true and correct, to the best of his knowledge and belief.

J. R. MAXWELL.

Sworn and subscribed before me, this 2d day of April, A. D. 1891, at New York City.

BEN. V. D. FISHER,
Master in Chancery of New Jersey.

RECEIPTS AND EXPENSES FOR 1890.

The receipts and expenses for 1890 are included in the receipts and expenses of the New Jersey Southern Railway Company; no separate account of the same was kept.

ACCIDENTS.

Included in the report of the New Jersey Southern Railway Company, if any.

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WARREN RAILROAD COMPANY.

To the Comptroller of the State of New Jersey:

In obedience to a law of the State of New Jersey, approved March 27th, 1874 (Revision, p. 916), requiring annual reports to be made to the Legislature and transmitted to the Comptroller by the railroad companies of the State, the Warren Railroad Company presents the following report for the year ending December 31st, 1890:

Capital stock paid in	$1,800,000 00
Bonded debt	1,350,000 00
Floating debt	39,277 69
Cost of road and equipments	$3,189,277 69

The road extends from New Hampton Junction to Delaware river, a distance of eighteen and eighty-hundredths miles.

It is leased to the Delaware, Lackawanna and Western Railroad Company at an annual rental of seven per cent. on its stock and bonds, and report of operations is included in report made by the Morris and Essex Railroad Company.

It is operated by the Delaware, Lackawanna and Western Railroad Company, and the further information required by law is furnished by that company, and is annexed hereto.

State of New York, New York County, *ss.*—Frederick H. Gibbens, being duly sworn, on his oath says that he is Treasurer of the Warren Railroad Company, and that the foregoing statement is true and correct, to the best of his knowledge and belief.

FRED. H. GIBBENS.

Sworn and subscribed before me this 10th day of February, A. D. 1891.

LUDWIG R. MILLER,
Commissioner for the State of New Jersey in New York.

Dividends paid during the year 1890, and how paid—$126,000 directly to stockholders by lessee.

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ACCIDENTS.

January 2d.—Amos Smith, brakeman, falling from car, at Oxford Furnace, run over, killed.

May 2d.—Robert Cummings, farm-hand, stepped in front of engine, between Manunka Chunk and Delaware, killed.

September 22d.—J. W. Gill, struck overhead bridge, near Oxford tunnel, head injured.

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WATCHUNG RAILWAY COMPANY.

To the Comptroller of the State of New Jersey:

In obedience to a law of the State of New Jersey, approved March 27th, 1874 (Revision, p. 916), requiring annual reports to be made to the Legislature and transmitted to the Comptroller by the railroad companies of the State, the New York, Lake Erie and Western Railroad Company, operating the Watchung Railway, presents the following report for the year ending December 31st, 1890:

Capital stock paid in	$47,000 00
Bonded debt—None.	
Floating debt—None.	
Cost of road, estimated	$102,617 00

The road extends from a junction with the New York and Greenwood Lake Railway, near Newark, to East Orange, a distance of four and sixteen-hundredths miles.

This road is in the hands of a Receiver and is operated as a part of the New York, Lake Erie and Western Railroad under a contract between its Receiver and the company.

The accounts of its operations and expenditures and statement of accidents occurring upon it are merged in those of the New York, Lake Erie and Western Railroad Company.

It is equipped and operated by the New York, Lake Erie and Western Railroad Company, and the further information required by law is furnished by that company, and is annexed hereto.

State of New York, New York City and County, *ss.*—E. B. Thomas, being duly sworn, on his oath says that he is Vice President of the New York, Lake Erie and Western Railroad Company, operating the Watchung Railway, and that the foregoing statement is true and correct, to the best of his knowledge and belief.

E. B. THOMAS.

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Sworn and subscribed before me this 3d day of April, A. D. 1891.

GEO. E. GRANT,
Notary Public New York City and County.

ACCIDENTS.

Included in the report of the New York and Greenwood Lake Railway Company.

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WEEHAWKEN BRANCH RAILROAD COMPANY.

To the Comptroller of the State of New Jersey:

In obedience to a law of the State of New Jersey, approved March 27th, 1874 (Revision, p. 916), requiring annual reports to be made to the Legislature and transmitted to the Comptroller by the railroad companies of the State, the New York, Lake Erie and Western Railroad Company, the lessee of the Weehawken Branch Railroad, presents the following report for the year ending December 31st, 1890:

The road extends from Seventeenth street, Jersey City, to Weehawken, a distance of two and eighty-three hundredths miles.

It is leased to the New York, Lake Erie and Western Railroad Company, at an annual rental computed upon a rate of trackage per mile according to the tonnage of cars run.

It is equipped and operated by the New York, Lake Erie and Western Railroad Company, and the further information required by law is furnished by that company, and is annexed hereto.

Dividends paid during the year 1890, and how paid—None paid.

State of New York, City and County of New York, *ss.*—Augustus R. Macdonough, the Secretary of the New York, Lake Erie and Western Railroad Company, being duly sworn, says that the accounts of the operations, earnings and expenditures of the Weehawken Branch Railroad are merged in the general accounts of the New York, Lake Erie and Western Railroad Company, the lessee, and that the accompanying statement of accidents occurring during the year ending December 31st, 1890, on the Weehawken Branch Railroad, is correct and true, according to the best of his knowledge, information and belief.

AUG. R. MACDONOUGH.

Subscribed and sworn before me this 3d day of April, 1891.

GEO. E. GRANT,
Notary Public New York City and County.

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ACCIDENTS.

During the year ending December 31st, 1890.

February 4th.—John Hamilton, age 12, in climbing over some cars that were being switched by engine 433, T. King, engineer, at 5:20 P. M., at Weehawken, fell from the cars and had his left leg run over and badly crushed.

March 2d.—Mrs. M. Foley, age 45, while walking the track at 3:45 P. M., near Fifth street, Hoboken, an extra train, engine 617, M. Costello, conductor; T. Brenton, engineer, approached her. She stepped on track directly in front of the engine; she was struck and instantly killed.

March 29th.—Paul Peters, brakeman, age 23, while making a coupling in yard train, engine 610, —— Ackerson, engineer, at 10:05 A. M., at Weehawken, had his right hand caught, crushing the middle finger. He was not using a coupling stick.

June 9th.—Edw. McCarthy, age 31, brakeman on engine 685, A. Moore, engineer, while making a coupling at 8:35 A. M., at Weehawken, had his right hand caught and badly crushed. He was not using a coupling stick.

July 3d.—Unknown man, age about 35, was found at 2:10 A. M., in Weehawken yard, with both legs cut off, having been run over by some unknown train. He died shortly afterwards without regaining consciousness.

September 23d.—Unknown man, age about 45, while walking on track, at 5:45 P. M., near the tunnel, was struck and instantly killed by yard train, H. Snyder, conductor; L. Conklin, engineer, engine 413. The engineer blew the whistle repeatedly, but the man paid no attention. He seemed to be under the influence of liquor.

December 20th.—Hugh Garry, watchman, age 56, attempted to get off yard train, engine 448, engineer, —— King, at 6:20 P. M., at Weehawken, fell and broke his left thumb, and also received a scalp wound. The thumb had to be amputated.

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WEST END RAILROAD COMPANY.

To the Comptroller of the State of New Jersey:

In obedience to a law of the State of New Jersey, approved March 27th, 1874 (Revision, p. 916), requiring annual reports to be made to the Legislature and transmitted to the Comptroller by the railroad companies of the State, the West End Railroad Company presents the following report for the year ending December 31st, 1890:

Capital stock paid in	$43,700 00
Cost of road and equipments	$45,345 11

The road extends from East Long Branch to West End, a distance of one and fifty-five hundredths miles.

State of New York, New York City and County, *ss.*—Samuel Knox, being duly sworn, on his oath says that he is Treasurer of the West End Railroad Company, and that the foregoing statement is true and correct, to the best of his knowledge and belief.

SAML. KNOX.

Sworn and subscribed before me this 3d day of April, A. D. 1891, at New York City.

BEN. V. D. FISHER,
Master in Chancery of New Jersey.

RECEIPTS AND EXPENSES FOR 1890.

The receipts and expenses for 1890 are included in the receipts and expenses of the New Jersey Southern Railway Company; no separate account of the same was made.

ACCIDENTS.

Included in report of the New Jersey Southern Railway Company, if any.

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WEST JERSEY RAILROAD COMPANY.

To the Comptroller of the State of New Jersey:

In obedience to a law of the State of New Jersey, approved March 27th, 1874 (Revision, p. 916), requiring annual reports to be made to the Legislature and transmitted to the Comptroller by the railroad companies of the State, the West Jersey Railroad Company presents the following report for the year ending December 31st, 1890:

Capital stock paid in	$2 134,850 00
Bonded debt	3,242,500 00
Floating debt	125,000 00
Cost of road and equipments	$4,730,804 30

Dividends paid during the year 1890, and how paid—Two of 3½ per cent each on common stock, in cash, and two of 3 per cent. each on special guaranteed stock, in cash.

The road extends—

From Camden to Cape May	81.60 miles.
From Glassboro to Bridgeton	19.68 miles.
From Woodbury to Salem	28.90 miles.
Branch in Salem	.96 miles.
From Elmer to Riddleton Junction	10.34 miles.
From Anglesea Junction to Holly Beach	7.26 miles.
From Main street, north of passenger station, to Pearl and Lemon streets, in Bridgeton, N. J	1.67 miles.
From Manumuskin to Maurice river, opposite Port Norris, N. J	9.85 miles.
From Sea Isle City Junction to Sea Isle City	4.80 miles.
From Sea Isle City to Second street pier, Ocean City	11.62 miles.
From Sea Isle City to Townsend's Inlet	3.58 miles.
From Townsend's Inlet to Piermont	2.25 miles.
Total	182.51 miles.

RECEIPTS AND EXPENSES FOR 1890.

Income from passengers	$823,155 70
Income from freight	482,234 54
Income from other sources	127,714 00
Total	$1,433,104 24

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Expenditures during the year for working road, including repairs, maintenance of way, motive power and contingencies..... $983,827 10

State of Pennsylvania, Philadelphia City and County, *ss.*—G. B. Roberts, being duly sworn, on his oath says that he is President of the West Jersey Railroad Company, and that the foregoing statement and the annexed statement of accidents on the said road during the year 1890, are correct and true, to the best of his knowledge and belief.

G. B. ROBERTS.

Sworn and subscribed before me this 27th day of February, A. D. 1891.

HUGH B. ELY,
M. C. C. State of New Jersey.

ACCIDENTS.

January 22d.—Brakeman Denges had his arm severely bruised in coupling engine to train, at Newfield.

January 23d.—Conductor L. P. Plummer was slightly injured by being knocked from the top of a box-car, at Salem.

February 21st.—Fireman Samuel Brooks was run over and killed by train, at Woodbury.

February 22d.—James Hughes was found dead on the tracks near Gloucester. It is supposed he was struck by train.

February 24th.—Edward Hays was struck by a train at Salem, and received injuries from which he died.

March 3d.—John Murphy, track-walker, was struck by a draft of cars in Camden yard, and had ankle run over.

March 7th.—Allen R. Linnekin was killed at Oak Road crossing, north of Vineland station, by a train striking his team.

March 7th.—Fireman William Hope received injuries, at Camden coal elevator, from which he died.

March 12th.—Ebenezer Sharp was run over and killed by a train between Heislerville and Maurice river.

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March 12th.—G. H. Pruett (colored) was struck and killed by train at Line Ditch bridge, Camden.

April 10th.—Fireman Howard Mulford dislocated his shoulder by a fall from engine, in Camden yard.

April 23d.—John Murphy was run over by train at Gloucester, and received injuries from which he died April 25th.

May 19th.—Train 515 struck a street car at Walnut street, Camden, killing John Walls, the driver, and injuring the following occupants of the car; Mrs. Julia Polk, Mrs. Jennie Hall, Mrs. Hester Pennington and Mrs Darkin and child.

May 21st.—Brakeman McNiell was badly squeezed while coupling cars, at Millville.

May 23d.—Fireman Chas. Hendee had his collar bone broken while coupling cars, at Bridgeton.

June 8th.—Mrs. Woodey Hughes, a passenger, was cut over eye while standing in the doorway of coach, by being thrown against the door or end of car by a coach being drilled on rear of train, at Woodbury.

June 15th.—Allen Hill attempted to run across the platform of a coach at Clayton, while train was in motion, and fell between the train and express platform and was badly squeezed.

July 4th.—Jos. M. Grassinger jumped from train at Malaga, and received injuries from which he died.

July 14th.—Brakeman W. S. Hewitt had three fingers crushed while coupling cars, at Pitman.

July 29th.—Dr. P. M. Way had eye bruised by being thrown from buggy, which was struck by train south of Seaville.

August 3d.—Hugh Quinn was found dead near tracks at Gloucester. It is supposed that he fell from excursion train from Sea Isle City.

August 4th.—William Henry Jones, age 3 years, was struck and killed by train, at North Vineland.

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August 9th.—William Murry, age 13 years, fell from train at Clayton, and was slightly injured.

August 10th.—Adam Cunningham was slightly injured by being thrown from a road cart at Browning's Crossing. Caused by horse becoming frightened at an approaching train.

August 10th.—J. H. Carsley jumped from train while in motion, at Millville, and was slightly injured.

August 15th.—George Schwenger and Eli Washington, laborers, were slightly injured while loading rails on cars north of Gloucester.

August 23d.—Brakeman Saunders had one arm crushed while coupling cars, at Glassboro.

September 1st.—Mrs. H. R. Swayne, a passenger, was slightly cut on forehead with broken glass. A projecting plank on scaffold at Glassboro broke glass in window of passenger coach.

September 6th.—Jas. Sinnickson was slightly injured north of Riddleton by train striking his hay rake.

September 6th.—J. C. Mateer was slightly injured by being struck with a stone which was thrown through open window of car near North Vineland.

September 7th.—Henry J. West was slightly injured in attempting to get on moving train, at Gloucester.

October 4th.—A. Paloro was slightly injured by jumping from moving train, at Kaighn's avenue, Camden.

October 10th.—Brakeman George Ore was seriously injured internally while coupling cars, at Glassboro.

October 12th.—Brakeman William A. Corson was slightly injured while shifting cars, at Court House.

October 15th.—Brakeman W. S. Hewitt was killed while shifting cars, at Clayton.

October 23d.—Nelson Stone was slighty injured by train striking milk wagon, at Ferry avenue, Camden.

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October 27th.—Mrs. M. Wills was slightly injured at Woodbury, by falling through a trap door in rear of station.

October 30th.—I. H. Madara was badly injured by being thrown out of wagon, at Swedesboro. Caused by his horse becoming frightened at some cars Salem freight train had left standing partly on crossing.

November 1st.—Salem freight train, while going to Pavonia, struck and seriously injured an unknown man, at State street.

November 3d.—Brakeman W. Taylor had one hand badly crushed while coupling cars, at Bridgeton.

November 13th.—David W. Jones (colored) was struck and instantly killed by train, at North Woodbury.

December 5th.—Conductor Samuel H. Leap was killed in wreck at Bulson street crossing, Camden. Caused by misplaced switch.

December 6th.—Mrs. J. Sampson, in changing cars at Newfield, stepped through a rotten plank, at Newfield, in platform, and was slightly injured.

December 7th.—A. B. Westcott had his left leg broken by getting it caught between grooved rail of switch and main track rail, at Millville.

December 12th.—Bridget Flemming was found dead between tracks just north of Line Ditch, Camden; it is supposed that she was struck by train.

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WEST JERSEY AND ATLANTIC RAILROAD COMPANY.

To the Comptroller of the State of New Jersey:

In obedience to a law of the State of New Jersey, approved March 27th, 1874 (Revision, p. 916), requiring annual reports to be made to the Legislature and transmitted to the Comptroller by the railroad companies of the State, the West Jersey and Atlantic Railroad Company presents the following report for the year ending December 31st, 1890:

Capital stock paid in	$904,850 00
Bonded debt	270,000 00
Cost of road	$1,151,260 05

The road extends from Newfield to junction with Camden and Atlantic Railroad, near Atlantic City, N. J., a distance of thirty-two and fifty-hundredths miles.

It is leased to the West Jersey Railroad Company at an annual rental of excess of receipts over cost of operating.

It is equipped and operated by the West Jersey Railroad Company, and the futher information required by law is furnished by that company, and is annexed hereto.

State of Pennsylvania, Philadelphia City and County, *ss.*—George Wood, being duly affirmed, on his affirmation says that he is President of the West Jersey and Atlantic Railroad Company, and that the foregoing statement is true and correct, to the best of his knowledge and belief.

GEORGE WOOD.

Affirmed and subscribed before me this 13th day of February, A. D. 1891.

HUGH B. ELY,
M. C. C. State of New Jersey.

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RECEIPTS AND EXPENSES FOR 1890.

Income from passengers	$151,843 37
Income from freight	33,308 52
Income from other sources	15,489 67
Total	$200,641 56
Expenditures during the year for working road, including repairs, maintenance of way, motive power and contingencies	$158,099 05

Dividends paid during the year 1890, and how paid—One of 2½ per cent. and one of 2 per cent., in cash.

ACCIDENTS.

April 22d.—Harvey Crane was struck by a box-car, which was being shifted by engine, at Atlantic City, and had his wrist and collar-bone broken and head injured.

June 11th.—Antonio Anneves, laborer on work train, broke his left leg by jumping from the train, at Buena Vista.

August 16th.—Darby Conner and Chas. Kessler, fell from train, at Atlantic City. Extent of injuries not known.

August 16th.—Joseph Dougherty, fell from train at Cedar Swamp, and was slightly injured.

September 23d.—Mrs. Beulah Adams was struck and killed by engine, in Atlantic City yard.

September 26th.—Brakeman G. Karrer was killed while coupling cars, at Pleasantville

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WEST SHORE RAILROAD COMPANY.

To the Comptroller of the State of New Jersey:

In obedience to a law of the State of New Jersey, approved March 27th, 1874 (Revision, p. 916), requiring annual reports to be made to the Legislature and transmitted to the Comptroller by the railroad companies of the State, the West Shore Railroad Company presents the following report for the year ending December 31st, 1890:

Capital stock paid in	$10,000,000 00
Bonded debt	50,000,000 00
Cost of road and equipments	$60,000,000 00

The road extends from Weehawken, N. J., to Buffalo, N. Y., a distance of four hundred and twenty-five miles.

It is leased to the New York Central and Hudson River Railroad Company at an annual rental of four per cent. per annum upon outstanding bonds secured by a first mortgage not exceeding fifty million dollars.

It is equipped and operated by the New York Central and Hudson River Railroad Company, and the further information required by law is furnished by that company, and is annexed hereto.

State of New York, New York County, *ss*—Chauncey M. Depew, being duly sworn, on his oath says that he is President of the West Shore Railroad Company, and that the foregoing statement is true and correct, to the best of his knowledge and belief.

CHAUNCEY M. DEPEW.

Sworn and subscribed before me this 6th day of January, A. D. 1891.

H. C. DUVAL,
Notary Public Kings County.

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State of New York, New York County, *ss.*—John Carstensen, Comptroller of the New York Central and Hudson River Railroad Company, lessee of the West Shore Railroad, being duly sworn, says that the earnings and expenses of the West Shore Railroad are merged in the general accounts of the New York Central and Hudson River Railroad Company, and that the accompanying statement of accidents occurring in the State of New Jersey, on the West Shore Railroad, during the year ending December 31st, 1890, is correct and true, to the best of his information, knowledge and belief.

J. CARSTENSEN.

Sworn and subscribed before me this 6th day of January, 1891.

EDGAR FREEMAN.
Notary Public New York County.

ACCIDENTS.

January 14th.—Wm. Farrell, yard brakeman, injured at Weehawken by a yard train (Jno. Eagan,† conductor; Wm. Coonan,† engineer); thumb bruised while coupling cars; did not use stick provided.

January 28th.—Jas. Campbell, yard brakeman, injured at Weehawken by a yard train (Jas. O'Connor,† conductor; J. Lewis,† engineer); run over and killed while switching cars.

February 3d.—Jas. Cliff, yard brakeman, injured at Weehawken by a yard train (P. Kane,* conductor; A. Wetmore,† engineer); left knee bruised by striking against switch-stand while getting on engine in motion.

February 7th.—J. F. Dempster, freight brakeman, injured at Weehawken by a yard train (Wm. Crane,* conductor; J. Lull,† engineer); hips bruised by being caught between cars while climbing down end ladder.

February 11th.—Jas. Mahoney, yard brakeman, injured at Weehawken by a yard train (Jno. Ryan,* conductor; J. Hennigar,† engineer); chest injured and ribs broken by being caught between cars while coupling, resulting in death; did not use stick provided.

*Not now in service. †Still in service.

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February 12th.—James Bush, yard brakeman, injured at Weehawken by a yard train (Chas. Connors,† conductor; J. Van Dyke,† engineer); left ankle sprained by falling from top of car.

February 18th.—Patrick Eagan, locomotive engineer, injured at Harrington by an extra train (J. B. Winnie,† conductor; P. Eagan,† engineer); breast bruised by reverse lever flying back and striking him.

February 20th.—Walter Conkling, freight brakeman, injured at Harrington by train No. 75 (J. H. Farley,† conductor; F. Francisco,† engineer); left shoulder and back injured by falling from train to ground.

February 20th.—John F. Hull, freight brakeman, injured at Granton by an extra freight train (W. A. Kelley,* conductor; A. L. Milliken,† engineer); right hand bruised while coupling cars; did not use stick provided.

February 25th.—A. J. Radcliff, freight brakeman, injured at Weehawken by a yard train (Wm. O'Hara,* conductor; W. Reyndahl,† engineer); little finger of left hand mashed while coupling cars; did not use stick provided.

March 6th.—Patrick Kane, yard conductor, injured at Weehawken by a yard train (P. Kane,* conductor; H. D. Witmer,† engineer); third finger of right hand mashed while coupling cars; did not use stick provided.

April 1st.—F. R. Hartwick, yard brakeman, injured at Weehawken by a yard train (F. King,* conductor; J. Hennigar,† engineer); right arm injured while coupling cars; did not use stick provided.

April 18th.—James Huston, not in employ, injured at East Hackensack by train No. 74, 3d (J. C. Kadien,† conductor; H. A. Dwyer,† engineer); head and foot slightly injured by being struck by train while walking on track.

May 2d.—Ed. King, porter, injured at Weehawken; left heel slightly bruised by being caught under baggage truck.

* Not now in service. † Still in service.

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May 5th.—Francis Gilmore, freight brakeman, injured at Little Ferry by train No. 82 (C. M. Kelley,† conductor; F. McMurdy,† engineer; knee cap of left leg knocked out of place by falling on cross-beam of coal-car.

May 29th.—Nellie Kerr, car cleaner, injured at Weehawken; right wrist sprained by falling from steps of coach to ground, account of dress catching in coupling-pin.

June 3d.—James O'Connell, laborer, injured at New Durham; finger bruised by being caught while driving bolts in box-car.

June 5th.—Geo. Soule, freight brakeman, injured at Granton by a work train (W. L. Camp,* conductor; L. Burns,† engineer); thumb of right hand mashed by being caught between ball of switch-lever and step of caboose car while throwing switch.

June 5th.—James O'Donnell, yard brakeman, injured at Weehawken by a yard train (Chas. Connors,† conductor; J. Van Dyke,† engineer); first finger of right hand bruised while pulling pin between cars.

June 6th.—Robt. Clements, yard brakeman, injured at Weehawken by a yard train (Jno. Eagan,† conductor; Wm. Coonan,† engineer); left foot injured by striking against rail while jumping on car in motion.

June 8th.—Patrick Enright, not in employ, injured at Weehawken by a yard train (Fred. Roth,* conductor; Wm. Coonan,† engineer); right ankle crushed by being caught between drawheads while passing between two freight cars.

June 7th.—Geo. T. Edwards, freight brakeman, injured at Weehawken by a pick-up train (L. S. Stametts,† conductor; H. Dwyer,† engineer); breast injured by being caught between engine and car while coupling; did not use stick provided.

June 29th.—Geo. Murphy, freight brakeman, injured at Weehawken by a yard train (P. Kane,* conductor; W. Poronto,† engineer); second finger of right hand mashed while coupling cars; did not use stick provided.

*Not now in service. †Still in service.

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July 25th.—James J. Kinney, freight brakeman, injured at Weehawken by an extra freight train (D. Gunderman,† conductor; H. Dwyer,† engineer); second finger of left hand cut open while pulling pin between cars.

August 17th.—A. Bryant, freight brakeman, injured at Weehawken by train No. 71 (C. A. Small,† conductor; L. Lettier,† engineer); right ankle sprained by stumbling on a coupling-pin while making a coupling between car and engine.

August 21st.—Chas. Jansen, yard brakeman, injured at Weehawken by a yard train (Chas. Connors,† conductor; W. Reyndahl,† engineer); second finger of right hand bruised while pulling pin between cars.

August 25th.—Fred. Hacket, yard brakeman, injured at Weehawken by a yard train (T. Gaffney,† conductor; H. Poynton,† engineer); right arm broken above wrist by falling from ladder of car to ground.

August 26th.—Unknown boy, passenger, injured at Granton by train No. 23 (J. W. Howley,† conductor; F. Eastman,† engineer); right hand slightly bruised by coach window falling on same.

August 30th.—Pat. A. Meagher, telegraph operator, injured at Harrington by trains Nos. 73 and 82 (Jno. Hess† and C. M. Kelley,† conductors; L. Lettier† and P. H. Foster,† engineers); face and left leg slightly cut and back injured by train striking car on switch and shoving it into station building where he was acting as operator.

August 30th.—Michael Bower, locomotive fireman, injured at Harrington by trains Nos. 73 and 82 (Jno. Hess† and C. M. Kelley,† conductors; L. Lettier† and P. H. Foster,† engineers); under lip cut and right arm bruised by jumping from engine in motion to ground.

August 30th.—Levi Lettier, locomotive engineer, injured at Harrington by trains Nos. 73 and 82 (Jno. Hess† and C. M. Kelley,† conductors; L. Lettier† and P. H. Foster,† engineers); face and legs cut by jumping from engine in motion to ground.

September 5th.—Bryan Carney, freight brakeman, injured at Harrington by train No. 82 (G. D. Jones,† conductor; J. Lewis,† engi-

*Not now in service. †Still in service.

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neer); end of first finger of left hand mashed while coupling cars; did not use stick provided.

September 9th.—James Burton, machinist, injured at New Durham; first finger of left hand mashed by being struck by handle of drill press.

September 16th.—D. Barton, baggagemaster, injured at Little Ferry by train No. 24 (T. B. Franklin,† conductor; W. Marden,† engineer); thumb of right hand mashed by being caught in baggage car door.

September 16th.—Wm. H. Monell, tinsmith, injured at Weehawken; right leg bruised by a box of solder falling on the same while unloading from car.

September 23d.—Wm. C. Easton, yard brakeman, injured at New Durham by a yard train (Ed. Van Aiken,† conductor; J. Van Dyke,† engineer); end of thumb of left hand bruised while coupling cars; did not use stick provided.

September 25th.—L. A. Willoughby, yard brakeman, injured at Weehawken by a yard train (H. Blackwell,* conductor; H. D. Whittmore,† engineer); right arm bruised while coupling cars; did not use stick provided.

September 26th.—R. J. Relyea, yard conductor, injured at Weehawken by a yard train (R. J. Relyea,† conductor; H. Poynton,† engineer); right arm cut off above elbow by falling in front of moving cars.

September 30th.—Ed. Van Aiken, conductor, injured at New Durham by a yard train (Ed. Van Aiken,† conductor; J. Van Dyke,† engineer); right arm crushed below elbow while pulling pin between cars.

October 3d.—John K. Thomas, freight brakeman, injured at New Durham by train No. 74, 3d (F. P. Scouden,† conductor; H. Dwyer,† engineer); left hand and wrist crushed while coupling cars; did not use stick provided.

*Not now in service. †Still in service.

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October 6th.—W. H. Moodels, passenger, injured at Little Ferry by train No. 27 (C. F. Rix,† conductor; J. Richards,† engineer); face slightly injured by jumping from train in motion and falling.

October 11th.—Benj. F. Smith, freight brakeman, injured at Ridgefield Park by extra freight train (L. S. Stametts,† conductor; Geo. Hegeman,† engineer); right foot sprained while pulling pin between cars.

October 13th.—Edward Danielson, freight brakeman, killed at New Durham by a work train (W. L. Camp,* conductor; A. Alsleben,† engineer); lost his balance while standing on flat-car in moving train and fell to ground, evidently being struck by truck of car.

October 21st.—Wm. N. Warner, yard brakeman, injured at Weehawken by a yard train (Fred. Steiman,* conductor; Wm. Thompson,† engineer); right arm sprained between elbow and wrist and slight cut over right eye by falling from train to ground while descending ladder.

October 22d.—Thos. Ryan, freight brakeman, injured at New Durham, by an extra freight train (W. L. Camp,* conductor; Z. Ross,† engineer); second finger of right hand slightly injured while pulling pin between cars.

October 24th.—Thos. Dempsey, yard brakeman, injured at Weehawken by a yard train (Chas. Vreeland,† conductor; J. Ecilson,† engineer); little finger of right hand cut off at first joint while pulling pin between cars.

November 2d.—A. R. Spencer, freight brakeman, injured at West Englewood by train 73, 1st (P. Stump,† conductor; A. Giggleman,† engineer); supposed to have fallen asleep on track; struck by engine and killed.

November 4th.—Thos. Shea, machinist, injured at New Durham; lip and chin cut while pulling down a driving-pin on engine No. 166, by pull-down slipping off spring and striking him.

November 6th.—Charles Casey, yard brakeman, injured at Weehawken, by yard train (P. Hock,† conductor; H. Poynton,† engi-

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neer); second and third fingers of right hand bruised while coupling cars; did not use stick provided.

November 13th.—C. E. Jones, yard brakeman, injured at Weehawken, by yard train (Jno. Cryon,† conductor; Wm. Thompson,† engineer); right leg slightly injured by falling over switch-stand while attempting to throw switch.

November 15th.—Edward Mills, freight brakeman, injured at Weehawken, by train 30 (C. F. Rix,† conductor; Wm. Marden,† engineer); left knee-pan dislocated by jumping from train in motion and striking switch-stand.

November 19th.—Jos. Mulrone, section laborer, injured at Little Ferry; scalp cut by crank of draw-bridge slipping from his hands and striking him on the head while revolving.

November 20th.—A. Short, freight brakeman, injured at Bergenfields, by train 81 (C. M. Kelley,† conductor; J. Foster,† engineer); first two fingers of right hand slightly bruised while coupling cars; did not use stick provided.

November 23d.—George Parker, yard brakeman, injured at Weehawken, by a yard train (Chas. Connors,† conductor; W. Regendahl,† engineer); palm and thumb of right hand bruised while coupling cars; did not use stick provided.

November 30th.—Wm. Dodge, yard conductor, injured at Weehawken by a yard train (Wm. Dodge,* conductor; H. Poynton,† engineer); run over and killed by right foot being caught in switch, causing him to fall while attempting to pull pin between cars.

December 2d.—R. County, yard brakeman, injured at Weehawken by a yard train (Thos. Gaffney,† conductor; J. Hennigar,† engineer); first two fingers of right hand crushed while coupling cars; did not use stick provided.

December 4th.—H. Tierney, passenger yard brakeman, injured at Weehawken (J. Doyle,† engineer); thumb of right hand slightly bruised while coupling engine to cars; did not use stick provided.

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December 4th.—Patrick Hock, yard brakeman, injured at Weehawken by a yard train (Thos. Gaffney,† conductor; J. Hennigar,† engineer); first three fingers of right hand mashed while coupling cars; did not use stick provided.

December 16th.—Alex. McCauslan, freight brakeman, injured at Little Ferry by an extra freight train (T. D. Murphy,† conductor; Geo. Hageman,† engineer); scalp wounded by being struck by coupling link, thrown by brakeman on passing train.

December 18th.—J. S. Misner, freight brakeman, injured at Schraalenburgh by train 81 (C. M. Kelley,† conductor; J. Foster,† engineer); left leg slightly sprained while descending ladder between cars, by cars suddenly coming together.

December 23d.—Jacob Bauer, laborer, injured at Weehawken, Pier 2; right leg broken by being struck by bale of cotton while loading same on a barge.

December 24th.—Elmer Weiant, freight brakeman, injured at Weehawken by a yard train (Jas. Hesslin,† conductor; Wm. Hitchcock,† engineer); arm squeezed below elbow while pulling pin between cars.

December 25th.—Frank Harnold, porter, injured at Weehawken; right ankle bruised by being struck by baggage truck he was hauling on a ferry-boat.

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TABULAR STATEMENT OF MATTER CONTAINED IN THE FOREGOING REPORTS

OF RAILROAD AND CANAL COMPANIES FOR 1890.

COMPANIES.	Miles in New Jersey.	Capital Stock.	Bonded Debt.	Other Debt.	Cost of Road and Equipment.	INCOME. From Passengers.	INCOME. From Freight.	INCOME. Other Sources.	INCOME. Total Income.	Expenses.	DIVIDENDS PAID IN 1890.	REMARKS.	LEASED TO OR OPERATED BY.
Atlantic City Railroad	83.50	$2,200,000 00	$2,213,570 00	$648,290 49	$4,987,087 82	$489,974 97	$220,722 98	$23,894 05	$734,592 00	$670,380 12	None		
Baltimore and New York Railway	5.35	350,000 00	273,000 00	153,414 85	426,414 85		41,350 53		41,350 53	24,153 32	None		
Belvidere Delaware Railroad	68.	1,150,000 00	2,972,000 00		4,037,805 70	247,413 81	967,719 63	31,155 52	1,246,288 96	876,851 69	6 per cent. in cash		Pennsylvania Railroad Co.
Bergen County Railroad	10.	200,000 00	2,000,000 00		607,972 14						None	Operations included in those of lessee	N. Y., L. E. and Western R. R. Co.
Bergen and Dundee Railroad	2.75	6,000 00			7,655 38						None	Operations included in those of lessee	N. Y., L. E. and Western R. R. Co.
Buena Vista Railroad	1.03	3,000 00		12,408 94	15,408 94						None	Operations included in those of N. J. Southern Railway	
Camden and Atlantic Railroad	67.54	1,258,100 00	1,487,000 00	338,300 00	3,019,421 86	521,210 11	152,261 87	72,470 94	745,942 92	625,349 21	None		Pennsylvania Railroad Co.
Camden and Burlington County Railroad	30.	381,925 00	350,000 00			194,082 77	48,234 42	23,491 94	265,809 13	189,063 87			Pennsylvania Railroad Co.
Camden County Railroad	7.	100,000 00	*135,000 00		138,017 75							*$100,000 authorized; $35,000 issued	
Cape May and Sewell's Point Railroad	4.	39,000 00	29,000 00		41,228 67							Road under construction.	J. Henry Edmunds.
Carteret Extension Railroad	1.82	19,400 00		18	19,400 18						None	Operations included in those of C. R. R.	
Central Railroad of New Jersey	156.35	18,629,200 00	43,088,413 47		24,300,485 89	2,141,677 50	5,277,672 02	223,776 72	7,643,126 24	4,636,653 85	Four of 1½ p. ct. on par value of capit'l stock, payable in cash.		
Chester Railroad	10.02	98,500 00	100,000 00	26,175 98	224,675 98						None	Operations included in those of lessee	Morris and Essex Railroad Co.
Columbus, Kinkora and Springfield Railroad	14.16	66,050 00	*185,000 00	25,000 00	216,050 00	11,259 84	11,746 64	5,091 97	28,098 45	31,507 53		*First mortgage, $125,000; second mortgage, $60,000, part held as collateral for floating debt	Pennsylvania Railroad Co.
Cumberland and Maurice River Railroad	21.20	250,000 00	5,000 00		272,425 70						None	Operations included in those of N. J. Southern Railway	
Cumberland and Maurice River Extension Railroad	1.23				16,270 33							Operations included in those of N. J. Southern Railway	
Delaware and Bound Brook Railroad	30.70	1,777,000 00	1,777,000 00		3,549,563 28	296,377 99	611,732 80	46,192 03	954,302 82	534,526 84	Four quart'ly divid'nds of 2 per cent. each, in Feb., M'y, Aug., Nov.		Philadelphia and Reading R. R. Co.
Delaware Bay and Cape May Railroad	3.50	30,000 00	26,000 00	2,184 00	60,000 00	10,105 70	147 24		10,252 94	8,907 46	None		
Delaware Railroad of New Jersey	2.	4,025 00										Road not completed	
Delaware River Railroad	20.	141,500 00	65,000 00	25,935 27	232,435 27	31,084 47	19,644 72	4,024 83	54,754 02	56,435 01	None		
Dover and Rockaway Railroad	5.12	100,000 00	35,000 00		135,000 00								Central Railroad Company of N. J.
East Trenton Railroad	2.56	48,884 99			48,884 99						None		Philadelphia and Reading R. R. Co.
Easton and Amboy Railroad	65.93	6,000,000 00	6,000,000 00	470,956 95	10,817,160 46	118,502 33	1,825,830 56	15,276 58	1,959,609 47	1,451,874 65			Lehigh Valley Railroad Co.
Elizabeth Extension Railroad	1.69	30,000 00		15,042 29	45,042 29							Operations included in those of lessee	Central Railroad Company of N. J.
Enterprise Railroad	1.50	30,000 00	15,000 00	115 49	45,115 49						None	Operations included in those of Bel. Del. R. R.	Pennsylvania Railroad Co.
Ferro Monte Railroad	2.52	30,000 00			50,309 21		11,000 35		11,000 35	6,627 99	Two of 5 per cent. each		
Freehold and Atlantic Highlands Railroad	22.88	650,000 00				39,550 62	21,978 35	1,482 85	63,011 82	107,388 18	None		
Freehold and Jamesburg Agricultural Railroad	27.54	295,600 00	498,600 00		805,240 77	118,788 84	49,569 20	7,453 66	175,811 70	144,960 10	One of 3 per cent. in cash		Pennsylvania Railroad Co.
Hibernia Mine Railroad	6.50	200,000 00			195,750 41	1,742 70	19,627 35	17 78	21,387 83	10,390 40	One of 2½ p. ct. cash. One of 3 p. cent. cash.		Central Railroad Company of N. J.
Hibernia Underground Railroad	1.31	100,000 00			100,000 00		10,710 28		10,710 28	17,860 12	None		
Hopatcong Railroad	1.											Road not in operation	
Hudson and Communipaw Railroad	1.	*52,000 00		49 56							None	*Capital stock authorized by certificate, $50,000; capital stock paid in, $2,000	
Jersey City and Bayonne Railroad	5.	13,500 00		1,195 52							None	Road not constructed	
Jersey City and Bergen Railroad	30.	870,000 00	258,000 00		1,064,846 94	534,966 05		3,549 04	538,515 09	419,905 65	Two of 5 p. ct. in cash. One of 20 p. ct. in stock.		
Jersey City and Western Railway	6.75	14,000 00		44,874 06	58,874 06							Road not yet completed	
Jersey City, Newark and Western Railway	7.75	16,000 00		907,133 42	923,133 42							Road in process of construction	
Jersey City Terminal Railway	1.33	20,000 00		1,512,863 40	1,532,863 40							Operations included in report of Easton and Amboy Railroad	
Lafayette Railroad	.31	2,000 00		18,771 79	20,771 79						None	Operations included in those of C. R. R.	
Lehigh and Hudson River Railway	63.20	1,100,000 00	1,149,187 00	186,432 00	2,435,619 00	10,780 39	215,222 66	13,181 99	239,185 04	161,398 82			
Lodi Branch Railroad	1.75	60,000 00			60,000 00							Operations included in those of lessee	N. Y., Susq. and Western Railroad Co.
Long Beach Railroad	23.	253,000 00			255,560 27	7,566 44	1,838 71	1,363 87	10,769 02	23,907 30	None		Pennsylvania Railroad Co.
Long Dock Company	.50	800,000 00	7,500,000 00		1,177,272 87						None	Operations included in those of lessee	N. Y., L. E. and Western R. R. Co.
Macopin Railroad	1.50	60,000 00			60,000 00							Operations included in those of lessee	N. Y., Susq. and Western Railroad Co.
Manufacturers Extension Railroad	1.11	53,700 00			53,700 00							Operations included in those of lessee	Central Railroad Company of N. J.
Martin's Creek Railway	.14	28,000 00			28,000 00							Operations included in those of Bel. Del. R. R.	Pennsylvania Railroad Co.
Mays Landing and Egg Harbor City Railroad	7.	32,500 00	37,500 00		70,000 00						Paid in cash on application to stockholders, after deducting interest on bonded indebtedness, $2,175	Rental by suit, $4,800	
Middlesex Railway	*	1,000 00		3,087 19	4,087 19							*1,800 feet; operations included in those of lessee	Easton and Amboy Railroad Co.
Mill Creek and Hudson River Railway		10,000 00							3 64			Road abandoned	
Millstone and New Brunswick Railroad	6.65	95,750 00		17,654 42	95,750 00	5,330 73	2,678 26	1,854 94	9,863 93	18,401 81	None		Pennsylvania Railroad Co.
Morris and Essex Railroad	119.85	15,000,000 00	24,974,000 00		38,982,743 51	1,748,772 24	2,991,265 66	457,601 31	5,197,639 21	3,531,725 94	$1,050,000 directly to st'kholders by lessee.		Del., Lack. and Western Railroad Co.

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Long Dock Company	.50	800,000 00	7,500,000 00		1,177,272 87						None	Operations included in those of lessee	N. Y., L. E. and Western R. R. Co.
Macopin Railroad	1.50	60,000 00			60,000 00							Operations included in those of lessee	N. Y., Susq. and Western Railroad Co.
Manufacturers Extension Railroad	1.11	53,700 00			53,700 00							Operations included in those of lessee	Central Railroad Company of N. J.
Martin's Creek Railway	.14	28,000 00			28,000 00							Operations included in those of Bel. Del. R. R.	Pennsylvania Railroad Co.
Mays Landing and Egg Harbor City Railroad	7.	32,500 00	37,500 00		70,000 00						Paid in cash on application to stockholders, after deducting interest on bonded indebtedness, $2,175	Rental by suit, $4,800	
Middlesex Railway	*	1,000 00		3,087 19	4,087 19							*1,800 feet; operations included in those of lessee	Easton and Amboy Railroad Co.
Mill Creek and Hudson River Railway		10,000 00							3 64			Road abandoned	
Millstone and New Brunswick Railroad	6.65	95,750 00		17,654 42	95,750 00	5,330 73	2,678 26	1,854 94	9,863 93	18,401 81	None		Pennsylvania Railroad Co.
Morris and Essex Railroad	119.85	15,000,000 00	24,974,000 00		38,982,743 51	1,748,772 24	2,991,265 66	457,601 31	5,197,639 21	3,581,725 94	$1,050,000 directly to st'kholders by lessee. $8,840 directly to st'kholders by lessee.		Del., Lack. and Western Railroad Co.
Morris and Essex Extension Railroad	1.91	221,000 00		123,475 94	344,475 94							Operations included in those of M. & E. R. R.	Del., Lack. and Western Railroad Co.
Morris County Railroad	16.	300,000 00	300,000 00	11,685 10	611,685 10	531 87	13,131 11		13,662 98	16,273 14	None		
Mount Holly, Lumberton and Medford Railroad	6.20	95,650 00	75,000 00		170,650 00	4,877 27	1,757 55	636 12	7,270 94	15,301 34	Two of 3 per cent.		Pennsylvania Railroad Co.
Mount Hope Mineral Railroad	3.54	160,000 00			169,278 77				32,953 19	8,813 63			
Newark and Bloomfield Railroad	4.24	103,850 00		160,425 19	264,275 19						$6,231 directly to stockholders	Operations included in those of lessee	Morris and Essex Railroad Co.
Newark and Hudson Railroad	5.618	250,000 00	250,000 00		355,056 18	42,994 12	32,793 37	5,445 00	81,232 49	108,625 75	None	Rental, $17,500	N. Y., L. E. and Western R. R. Co.
Newark and Passaic Railway	3.10	8,000 00		175,506 18	183,506 18							Road not yet completed	
Newark and Roselle Railway	6.50	14,000 00		953,123 27	967,123 27						None	Road not yet completed	
National Docks Railway	1.92	1,200,000 00		13,754 90	1,216,035 58		76,618 60		76,618 60	14,403 44	$57,369.43		
New Jersey Junction Railroad	4.35	100,000 00	1,700,000 00		1,624,295 05								N. Y. C. and Hudson River R. R. Co.
New Jersey Shore Line Railroad	15.50	31,000 00		1,824 44							None	Road not constructed.	
New Jersey Southern Railway	88.62	1,590,600 00	1,790,600 00		*752,000 00	421,390 63	267,586 69	25,011 36	713,988 68	646,090 40	None	*Purchased at foreclosure sale, in 1879	
New York and Greenwood Lake Railway	43.	*175,000 00	2,700,000 00	363,867 44	2,870,299 78	134,740 51	81,400 97	8,324 32	224,465 80	214,951 01	None.	*$100,000 authorized; $75,000 held by stockholders.	
New York and Long Branch Railroad	38.04	2,000,000 00	1,500,000 00									Operations included in those of lessee	Central Railroad Company of N. J.
New York, Susquehanna and Western Railroad	101.30	21,000,000 00	8,452,000 00	92,463 32	28,695,411 65	289,242 93	1,203,936 74	98,903 36	1,592,083 03	921,137 72	None		
Northern Railroad Company of New Jersey	21.25	1,000,000 00	563,000 00	137,578 06	948,469 00	303,527 65	60,179 48	14,764 57	378,471 70	339,313 24	$37,500 in cash		N. Y., L. E. and Western R. R. Co.
Ogden Mine Railroad	9.86	450,000 00			450,000 00								Central Railroad Company of N. J.
Passaic and Delaware Railroad	13.99	111,050 00		10,218 53	121,268 53						$5,552.50 directly to stockholders.	Operations included in report of M. & E. R. R.	Del., Lack. and Western Railroad Co.
Passaic and Delaware Extension Railroad	7.40	100,000 00		104,947 01	204,947 01						$2,666.67 dir'ctly to st'kholders by lessee	Operations included in report of M. & E. R. R.	Del., Lack. and Western Railroad Co.
Passaic Extension Railroad	3.	6,000 00		15,463 32	21,463 32							Operations included in those of lessee	N. Y., Susq. and Western Railroad Co.
Passaic and New York Railroad	3.	70,000 00	70,000 00		140,000 00							Operations included in those of lessee	N. Y., Susq. and Western Railroad Co.
Paterson and Hudson River Railroad	12.57	630,000 00			630,000 00				*53,400 00		Jan., 4 p. ct.; July, 4 p. ct.	*$48,400 from N.Y., L. E. and W. R. R. Co. for rent of road; $5,000 from Penna. R. R. Co. for rent of lots in Jersey City	N. Y., L. E. and Western R. R. Co.
Paterson, Newark and New York Railroad	11.	250,000 00	500,000 00		545,433 29	79,847 14	61,288 13	5,503 27	146,638 27	98,113 59	None	$35,000 rental	N. Y., L. E. and Western R. R. Co.
Paterson and Ramapo Railroad	15.05	298,000 00			350,000 00				30,000 00	3,077 43	Two of 4 per cent. each.		N. Y., L. E. and Western R. R. Co.
Pemberton and Hightstown Railroad	24.380					34,197 71	32,562 67	2,494 53	69,254 91	70,873 84			Union Transportation Co.
Pennsylvania, Poughkeepsie and Boston Railroad	95.04	1,750,000 00	1,750,000 00	1,238,375 64	4,738,375 64	19,719 95	90,560 36	3,972 80	114,253 11	234,877 98	None		
Perth Amboy and Woodbridge Railroad	6.40	194,020 00	100,000 00		294,032 71	60,990 95	65,684 08	4,772 50	131,447 53	57,498 47	6 per cent. in cash		Pennsylvania Railroad Co.
Philadelphia and Long Branch Railroad	47.27	765,000 00	750,000 00		1,513,768 00	56,728 81	20,949 56	4,845 00	82,523 37	108,509 98	None		Pennsylvania Railroad Co.
Philadelphia, Marlton and Medford Railroad	11.20	102,900 00	76,000 00		169,983 73	13,402 21	5,467 38	9,602 47	28,472 06	26,880 29	None		Camden and Atlantic Railroad Co.
Raritan River Railroad	12.	364,800 00	243,000 00		607,800 00						None		
Rockaway Valley Railroad	12.	189,800 00	189,800 00	9,312 16	190,900 00	3,171 71	4,675 35	677 42	8,524 48	11,175 57			
Rocky Hill Railroad and Transportation Company	6.70	4,600 00				2,323 72	2,857 48	291 76	5,472 96	16,259 80	Two of 3 per cent.		Pennsylvania Railroad Co.
Roselle and South Plainfield Railway	10.76	300,000 00		274,146 43	574,146 43						None	Operations included in report of Easton and Amboy Railroad	
Sussex Railroad	29.52	1,638,600 00	286,500 00		1,911,779 34	30,323 21	99,863 61	20,314 77	150,501 59	84,102 20	None		
Tide-water Railway		10,000 00							1 10			Road abandoned	
Toms River Railroad	7.57	240,000 00			*16,334 71							*$15,000 at foreclosure sale; $1,334.71 since added. Operations included in those of N. J. Southern Railway	New Jersey Southern Railway Co.
Toms River and Waretown Railroad	14.71	25,000 00	30,000 00	20,000 00	75,000 00	10,519 77	2,709 72	787 71	14,017 20			Operations included in those of lessee	New Jersey Southern Railway Co.
Tuckerton Railroad	29.	550,991 54	99,882 50	11,500 00	662,373 04	23,659 23	21,052 82	6,477 00	51,189 05	52,038 13			
United New Jersey Railroad and Canal Company	439.22	21,240,400 00	20,000,000 00		42,920,596 57	7,654,360 98	9,850,677 86	1,433,858 34	18,938,897 18	14,283,078 46	10 per cent. on capital stock, paid quarterly by lessee	$4,655,818.64, net earnings from operation	Pennsylvania Railroad Co.
Vincentown Branch Railroad	2.08	25,000 00	15,000 00		43,256 61	1,398 11	371 19	369 28	2,138 58	4,731 46	Two of 3 per cent.		Pennsylvania Railroad Co.
Vineland Railroad	46.82	609,000 00			*140,311 58							*$10,000 at foreclosure sale; $130,311.58 since added. Operations included in report of New Jersey Southern Railway	
Warren Railroad	18.80	1,800,000 00	1,850,000 00	39,277 69	3,189,277 69						$126,000 to stockholders by lessee	Operations included in report of M. & E. R. R.	Del., Lack. and Western Railroad Co.
Watchung Railroad	4.16	47,000 00			102,617 00								N. Y., L. E. and Western R. R. Co.
Weehawken Branch Railroad	2.83										None	Operations included in those of lessee	N. Y., L. E. and Western R. R. Co.
West End Railroad	1.55	43,700 00			45,345 11							Operations included in report of N. J. Southern Railway	
West Jersey Railroad	182.51	2,134,850 00	3,242,500 00	125,000 00	4,730,804 30	823,155 70	482,234 54	127,714 00	1,433,104 24	983,827 10	Two of 3½ per cent. Two of 3 per cent.		Pennsylvania Railroad Co.
West Jersey and Atlantic Railroad	32.50	904,850 00	270,000 00		1,151,260 05	151,843 37	33,308 52	15,489 67	200,641 56	158,099 05	One of 2½ per cent. One of 2 p. ct. in cash.		West Jersey Railroad Co.
West Shore Railroad	425.	10,000,000 00	50,000,000 00		60,000,000 00								N. Y. C. and Hudson River R. R. Co.

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